

PUBLIC WORKS, IRELAND.

SEVENTY-FIRST ANNUAL REPORT

OF THE

COMMISSIONERS OF PUBLIC WORKS

IN

IRELAND:

WITH

APPENDICES.

FOR THE YEAR ENDING 31st MARCH, 1903.

Presented to both Houses of Parliament by Command of His Majesty.



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PUBLIC WORKS, IRELAND.

SEVENTY-FIRST ANNUAL REPORT

OF THE

COMMISSIONERS OF PUBLIC WORKS IN IRELAND. FOR THE YEAR 1902-1903.

TO THE LORDS COMMISSIONERS OF HIS MAJESTY'S TREASURY.

MAY IT PLEASE YOUR LORDSHIPS,

We beg to submit the Seventy-first Annual Report of the Board.

Our report follows the order adopted for some years past, dealing with the business of the year under the following heads:—

- (1.) Public Works and Buildings, including National and Ancient Monuments.
- (2.) Light Railways and Tramways.
- (3.) Loans.
- (4.) Miscellaneous duties of the Board.

The body of the Report contains statements and observations on matters under each of the four divisions which appear to deserve special notice. Details as to the various services are given in the Appendices.

I.—PUBLIC WORKS AND BUILDINGS, INCLUDING NATIONAL AND ANCIENT MONUMENTS.

Details of the provision made by Parliament for the year 1902-1903 for Public Works and Buildings, including National and Ancient Monuments, will be found at pp. 55-63 of the Estimates for that year. The Public Buildings (Ireland) Vote is included in Class I., and comprises the following:—

Naval and Military; State and Official Residences; Civil Departments (including Science and Art Buildings in charge of Department of Agriculture); Legal Departments: Dublin Metropolitan Police; Royal Irish Constabulary; Dandrum Criminal Lunatic Asylum; Public Education; Royal University and Queen's Colleges; Revenue Departments.

The Vote also embraces—

Royal Parks and Gardens:—

Phoenix Park; St. Stephen's Green; the Carragh of Kildare.

Royal Harbours:—

Kingstown; Howth; Donaghadee; Dunmore; Ardglass.

Inland Navigation:—

Maligna.

Ancient Monuments Protection Act 1882 (45 & 46 Vic., c. 73).

Ditto, ditto, 1892 (55 & 56 Vic., c. 46).

In addition to works, &c., for which provision is made by Vote of Parliament, Part I. of this Report also deals with certain new works connected with Fishery Piers and Harbours, the cost of which is met out of moneys provided from the Irish Church Fund, under the Sea Fisheries (Ireland) Act, 1883 (46 & 47 Vic., c. 26), and with expenditure under the Marine Works (Ireland) Act, 1902 (2 Ed. VII., c. 24).

SEA FISHERIES (IRELAND) ACT, 1883.

46 & 47 Vic., c. 26.

£250,000 was provided by this Act from the Irish Church Fund for building and improving fishery piers and harbours. Of this sum there remained undrawn on the 31st March, 1902, £3,000. This, with a cash balance of £8,412 3s. from repayments at foot of loans advanced out of the amount provided, made up a sum of £11,412 3s. In addition, £5,995 16s. 7d. was, at the date mentioned, still outstanding on those loans.

As stated in our Sixty-eighth Report, it was decided in 1899-1900 that a portion of the money then available should be expended on works at Portstewart (County Londonderry), Portavogie (County Down), and Kilronan (Arran Islands, County Galway). In the case of Kilronan, the Congested Districts Board agreed to contribute one-fourth of the cost—the contribution not to exceed £1,000.

During the year under Report the contribution just mentioned was received and also one of £300 from the County Council of Galway to works at Spiddal Pier, referred to (p. 6) in our Report for 1901-02. In addition £1,350 5s. 6d. was received in payment at foot of outstanding loans. The expenditure in 1902-03 on works at Portstewart, Portavogie, Kilronan, and Spiddal amounted to £5,740 17s. 4d., to which have to be added the expenses of the Engineering Staff employed, £516 8s. 10d. These receipts and payments had the effect of reducing the Cash Balance from £8,412 3s. at the beginning of the year to £4,805 2s. 4d. at its close.

The works executed at Kilronan have been transferred to the County Authorities for maintenance under Statute 16 & 17 Vic., c. 136, s. 7, and those at Portstewart, County Londonderry, are in process of transfer. The new pier and viaduct at Portavogie, County Down, have been completed, with the exception of certain submarine rock excavation, which has caused some difficulty.

New works, consisting of a slip, pathway, and a short breakwater at Ardmore, County Waterford, have been designed at an estimated cost of £3,000, of which £1,000 is to be contributed by the County Council, £1,000 by the Department of Agriculture and Technical Instruction, and the balance from the Sea Fisheries Fund. Preliminary notices have been issued and a tender at £2,932 12s. has been accepted. The cost of supervision, &c., will bring the expenditure slightly above the estimate of £3,000. It has been arranged that this excess will be met by the Department of Agriculture and Technical Instruction.

The funds available to meet cost of works in progress and of any additional works to be undertaken under the Sea Fisheries Act were as follows on the 31st March, 1903:—

	£	s.	d.
Portion of grant undrawn,	3,000	0	0
Cash in hands,	4,805	2	4
Repayments to be received,	2,645	11	1
Contributions (Ardmore),	2,000	0	0
	<hr/>		
	£12,450	13	5

The estimated cost of completing works in progress or authorized, including Ardmore, but exclusive of salaries, &c., of Engineering Staff, is between £4,500 and £5,000.

Repairs to the foundation works at the head of Teelin Pier, County Donagal, were carried out by the Board at a cost of £625, the funds being provided by the Congested Districts Board. The repairs executed in 1900-01 to the Spiddal Pier, County Galway, withstood satisfactorily a severe test during the westerly storm of 26th February last.

MARINE WORKS (IRELAND) ACT, 1902.

2 Edw. VII., cap. 24.

The provisions of this Statute are explained, *infra* pp. 23 and 29 in our usual statement of legislation bearing on the services administered by the Board. The first important step in the formal procedure (namely, the Certificate of the Lord Lieutenant of the necessity for the proposed works, and the impossibility owing to exceptional circumstances of their being executed without special assistance from the State) required, as a preliminary, that the conditions of different localities, and the character of the works to be carried out for their benefit should be considered by the Irish Government. This necessarily took time, and no certificate was issued before the 31st March, 1903. Many surveys and preliminary estimates have, however, been made by the Board, at the request of the Executive, and since the end of the financial year under report progress has been made in the issue of certificates and the preparation of plans. It is anticipated that before the close of the present year the main duties imposed on us by the Act, namely, the construction of works, will be well in course of operation.

NATIONAL GALLERY EXTENSION.

This work was completed by the close of the year, and the building was opened to the public on Easter Monday, April 13th, 1903. It was designed by Sir Thomas Deane and Son, and after the lamented death of Sir Thomas Deane, in November, 1899, the work was carried out under the care of Mr. Thomas Manly Deane, the surviving partner of the firm.

The addition, or extension, is built parallel with the old building, with which it is connected at both ends. The eastern, or front, elevation towards Merrion Square is faced with granite ashlar with Portland stone dressings. The lower storey is entered by a portico with four columns surmounted by architrave and cornice. The upper part of the front presents an arcade consisting of three arches on columns. It was originally intended that this arcade should be an open loggia, but, for the purpose of securing more ample space with better light for offices, the Authorities of the Gallery preferred that the arches should be filled and the space intended for a loggia rendered available for increased room, and this course was adopted. The extension contains a basement, ground, and first floors throughout. It contains also a second floor at its eastern end. Had the loggia been preserved, the round windows which light this second floor would have been concealed, which would have been desirable, there being no corresponding storey or windows in the old building. The arches of the intended loggia have been filled, and provide square-headed windows on the first floor. The circular windows on the second are concentric with the arches. This was the only line of treatment found practicable by the architects, having regard to the alterations required by the Authorities of the Gallery.

The basement floor, with a portion of the space between the new and the old buildings, gives ample accommodation for storage and workshops. The front of the extension contains on the ground floor the entrance hall, while the upper part of the front, consisting as already stated, of two floors, is devoted to the library forming portion of the gift presented by the Countess of Milltown, and to rooms required for official purposes. The body of the extension, running parallel with the older structure, gives seven rooms on each of the ground and first floors, six of those on the ground floor being octagonal, a form specially suited to the exhibition of pictures, as the rooms are side-lighted. The seven rooms of the first floor are lighted from the top. The old structure is accessible to the public from the new at both ends of each storey.

The mezzanine floor in the old building was used partly for offices and partly for the hanging of pictures. For the latter purpose it was so dark as to be virtually useless. As the work of the extension progressed the Architect found it possible to make such alterations in the lighting of the mezzanine that it is now admirably suited for the purposes of exhibition, and forms one of the best features in the Gallery.

The original wall space available in the rooms—exclusive of the mezzanine—composing the old building was between 20,000 and 21,000 superficial feet. The added area of wall space available in the rooms composing the new galleries is, on the ground floor, about 10,500 and on the first floor about 14,000, making in all 24,500 superficial feet. The entire space, over 3,300 superficial feet, now available on the walls and projecting screens of the mezzanine floor, may well be regarded as a further addition. In this statement, while large doors and windows are excluded, deduction has not been made for smaller doors and windows.

The Board desire to record, with thanks, the facilities afforded during the progress of the work by Mr. Michael Murphy, Chairman of the Port and Docks Board of Dublin, the occupying lessee of 24, Merrion Square, West, which adjoins the Gallery premises. These facilities were of importance for the erection of the extension.

The contract was originally taken by the firm of Meade and Sons. The late Alderman Meade died at a comparatively early stage in the work. It was carried to completion by his son, Mr. William Meade, representing the firm.

ROYAL HOSPITAL, KILMAINSHAM.

Reconstruction of Ceiling of Chapel.—This work, which, as explained at page 7 in last year's Report, consisted in the reproduction in lighter material of the old ceiling, the latter being unsafe and incapable of maintenance, has been completed. The features of the old ceiling have been reproduced with thorough success.

ORDNANCE SURVEY OFFICES—MOUNTJOY BARRACKS.

The necessity for expediting the Irish Survey rendered it necessary that additional storage accommodation should be provided. The Board entered into a contract for £3,399 13s. 5d. for the erection of a fire-resisting Map Store, which will be completed in the present year.

POSTAL AND TELEGRAPH BUILDINGS.

New Crown Post Offices have been completed at Clonmel, Enniscorthy, and Sligo.

The erection of New Offices was commenced at Omagh and Birt.

The extensive alterations and additions to Cork Post Office have progressed. The Instrument Room, Sorting Offices, and Refreshment Department were practically completed by the end of the year and are now occupied.

A contract for extensive alterations and additions to the Limerick Post Office has been entered into for £15,979. Certain old structures, formerly standing on the site, have been removed, and good progress has been made with the new buildings.

DUBLIN METROPOLITAN POLICE BUILDINGS—BRIDEWELL.

The building has been completed and is now occupied.

PROTECTION AGAINST FIRE.

About £1,350 has, with your Lordships' approval, been expended on the supply of fire extinguishing appliances, which have been distributed amongst buildings in the Board's charge throughout the country requiring such additional protection.

The appliances comprise chemical fire extinguisers and fire buckets. Hand pumps have been supplied to Crown Post Offices, the Department having expressed a preference for them.

NATIONAL SCHOOL GRANTS.

The following table shows the amounts voted for and expended on grants in each of the last twenty years:—

Year.	Provision.	Expenditure.
	£	£
1883-84,	10,000	17,481
1884-85,	11,440	22,512
1885-86,	22,000	29,125
1886-87,	30,000	41,220
1887-88,	48,000	51,522
1888-89,	40,000	41,495
1889-90,	40,000	31,189
1890-91,	40,000	27,665
1891-92,	30,000	30,014
1892-93,	30,000	24,383
1893-94,	30,000	26,196
1894-95,	28,000	26,179
1895-96,	40,000	40,000
1896-97,	40,000	40,000
1897-98,	40,000	36,500
1898-99,	33,500	27,132
1899-1900,	40,000	32,108
1900-1901,	40,000	38,554
1901-1902,	35,000	26,906
1902-1903,	35,000	33,280
	£862,940	£647,764

During the year the commencement of works was authorised at 180 schools. 323 issues at foot of current grants were made, including the final payments in respect of 57 new schools, which were completed. Among the new schools erected, or in course of erection, during the year were the following important buildings:—Millfield, Baden Powell-street, and Holy Cross (Belfast); Lurgan and Dromantee (Co. Armagh); St. Catherine's (Dublin); Macroom and St. Joseph's Cove (Co. Cork); St. Joseph's Monastery, Boyle (Co. Roscommon); Moate Convent (Co. Westmeath); Cappoquin Convent (Co. Waterford); Ormeau Park (Co. Down).

The question of revising the estimates of cost of the existing "Standard" plans of National Schools (upon which estimates the amounts of grants are based) was brought by us before your Lordships in August, 1901. Our submission did not involve the suggestion of any changes in the amount and nature of the accommodation to be provided in Schools, which are matters falling primarily within the province of the Commissioners of National Education. The revision of plans subsequently came under your Lordships' consideration, and was referred to a Committee who reported on the subject on the 22nd November, 1902.

As stated by the Chief Secretary for Ireland in the House of Commons on the 1st April last, the Commissioners of National Education, pending the decision on the report of the Committee, are in urgent cases allowing Managers to proceed with the erection of National Schools on the basis of the old plans and regulations when they prefer this course to waiting for revised plans. The Commissioners of National Education have decided that authority to proceed with works should be given in certain cases regarded by them as urgent, and in all cases where it is proposed to erect a new School intended to accommodate not more than 60 pupils (Design No. I. of the existing "Standard" Plans), as it is not anticipated that the proposed revision of plans will materially affect a building of this class.

We are proceeding in accordance with these arrangements. In all other cases the commencement of new Schools was for sometime before the close of the year and is still deferred.

PHOENIX PARK.

The single gateway at the North Circular Road entrance having become insufficient to accommodate the increased traffic to the Park, a new and improved set of wrought iron gates and piers to take two lines of traffic, and side gates for pedestrians, have been erected.

The new piers, gates, and railings are of the Georgian type, characteristic of the eighteenth century ironwork in Dublin. In addition to affording improved facilities for traffic, they have decidedly improved the appearance of this entrance, and give a better view to persons approaching or leaving the Park.

The approach road in the Park to the North Circular Road entrance has been deviated to facilitate traffic.

The number of applications for the use of football grounds was 1,156 as against 901 for the corresponding period of last year. The number of applications for use of the new hurling ground referred to in last year's report (p. 8), was 25 as from 12th October, 1902.

An avenue of Limes of an improved variety has been planted on each side of the road leading past the Royal Irish Constabulary Depot. Groups of different varieties of Thorns have been planted in the same locality, which it is expected will, in later years, add interest and variety to the older Thorns for which the Park is famed.

A number of flowering trees and shrubs have been planted along the southern margin of the Viceroyal Demesne.

It having been found necessary to clean out the Ornamental Pond in the Park Gardens, the opportunity was taken in the interest of public safety to render shallow some of the deepest parts.

A complete water supply with underground hydrants and connections for watering flower-beds, etc., has been laid throughout the Park Gardens.

A new herbaceous border has been formed, which promises to be an additional interesting feature of the Garden.

The hurricane of 26th and 27th February worked much havoc amongst the fine old trees in the Park. Practically all the elms, 150 years old, were uprooted, or suffered

so seriously from the effects of the storm that they will eventually have to be removed. The entire number of forest trees blown down within the Park boundaries was 1,242, which, with 1,706 hawthorns broken off or uprooted, make a total loss of 2,948 trees.

Considerable difficulty has been experienced in dealing with the wreckage, as it was found impossible to procure a sufficient number of expert woodmen. A large number of extra labourers were employed (including upwards of 100 Army Reserve and time-expired men), and all of them had to be instructed in the art of woodcutting and in handling timber.

Owing to the extensive destruction of trees throughout Ireland and consequent glut in the timber market, it has been found difficult to obtain profitable offers for the timber. The Board, however, hope to be in a position before long to dispose of a large quantity.

Since the close of the year under report steps are being taken to obtain expert advice with reference to the re-planting of the Park, which it is hoped to commence during the current year.

During the autumn of the past year our attention was drawn to the damage done to the turf on that portion of the Phoenix Park known as the "Nine Acres," by the playing of football and hurley thereon, and to the danger caused to the public, now that the Park is every day more frequented, by the playing of the games mentioned on ground close to the roads which bound the "Nine Acres" on two sides.

Having regard to these considerations, coupled with the fact that certain portions of the Park were set aside for the convenience of football and hurley players, and that facilities for the playing of these games have been provided at the public expense (Annual Reports of 1900-1901, p. 10, and 1901-1902, p. 8), we thought it right, after careful consideration, to prohibit hurley, football, etc., on the "Nine Acres."

A notice was accordingly posted cautioning persons against playing those games on the space in question, and stating that anyone doing so after a specified date would be prosecuted. There was at first opposition to the Board's action by some players who had from time to time used this portion of the Park for football and hurley. The Board were reluctantly obliged to prosecute in several cases, after which the opposition practically ceased.

A similar notice was erected with a view to protecting the spaces provided in the Park at the public expense for cricket, as it was found that the pitches were being injured by football and hurley during wet weather when the turf was liable to injury. The notice proved sufficient in this case.

ANCIENT AND NATIONAL MONUMENTS.

Information in detail regarding these Monuments will be found in Appendix E, pp. 52-53.

The following matters deserve special notice :—

1. Mellifont Castle, Church, and Abbey.
2. Excavations at Tara.
3. Ogham Stone, Inishvickillane Island.

Mellifont Castle, Church, and Abbey.

The custody of this group of ruins was vested in the Board by Deed of 12th July, 1902, by the owner, Blayney R. T. Balfour, Esq., D.L. The group comprises :—

- (1.) The site and ruins of Mellifont Castle, sometimes called "Moore's Castle," the "Gateway of the Abbey" or "the Mill."
- (2.) The ruined church and belfry on the Hill, called the "Chapel of St. Bernard."
- (3.) The site and ruins of the Cistercian Abbey of Mellifont, consisting of the choir, nave, aisles and transepts with the chapter house, lavabo, cloister garth, and other remains of the conventual buildings.

The ruins comprised in item 3 had been vested by the Church Temporalities Commissioners by Vesting Order, dated 30th October, 1890, made in pursuance of the

Irish Church Act, 1869, sec. 25. The ruins comprised in clauses 1 and 2 were not so vested.

The owner of the property offered no objection to the vesting by the Church Temporalities Commissioners, but it was ascertained that a tenant claimed rights over the Abbey site as part of a holding for which a judicial rent had been fixed. When the application of the tenant came before the Land Commission for a revision of the rent of the holding, steps were taken by the owner to resume possession of that portion of the farm on which the ruins were situate. The tenant received compensation and the landlord was thus at liberty to vest the custody of the whole of the premises in the Board, which he accordingly did.

After the original vesting in 1880, some excavations were made (see 52nd Annual Report for the year 1883-4), which partially revealed the extent of the Cistercian Church. During the past year, through the facilities offered by Mr. Balfour, these excavations have been extended, with the result that the foundations of the whole of the Abbey Church, showing its original extent, have been uncovered, and the complete ground plan of the structure has now for the first time been ascertained.

The dimensions of the Church as now revealed show a total internal length of 191 feet, the width across the transept being 116 feet.

The following are the principal dimensions:—

- Nave, 116' in length by 54' wide, including side aisles.
- Two aisles, each 105' long.
- North Transept, 54' 6" x 42' 2".
- South " 40' x 40'.
- Choir, 42' 8" x 26' 2".
- Space under tower, 34' x 32'.
- Cloister Garth, 132' 9" x 101'.

The position of the foundations of an earlier Church are shown by dotted lines on the accompanying plan; and it is now evident that the structure commonly called the Baptistry, which was undoubtedly the Lavabo, was part of the original design, and is consequently the oldest portion of the ruin now above ground.

The foundation of the Abbey is ascribed to O'Carroll, King of Uriel, in the year 1142. The parent house was the famous Cistercian Abbey of Clairvaux of which St Bernard was at the time Abbot. Mellifont was the first Cistercian Abbey erected in Ireland, and it was probably the finest. The Abbots of Mellifont were peers of Parliament, and took precedence of the Abbots of all similar establishments in Ireland. In 1325 the Abbot was fined and superseded on the complaint of Edward II. to the Pope for disregarding the Statute prohibiting any one from being admitted monk who could not swear he was of English descent. The Abbey was suppressed in 1539, and in 1567 it was leased to Sir Edward Moore, who converted the buildings into a residence which his descendants occupied until the year 1727, when the 5th Earl of Drogheda removed from it to Moore Abbey, County Kildare. The Mellifont estate was subsequently taken on lease for ever, by the ancestor of Mr. Blayney R. T. Balfour, of Townley Hall, the present owner, who has done much to facilitate the conservation of the ruins.

Excavations at Tara.

These excavations, now happily suspended, or, as we hope, come to an end, have been the source of much anxiety to the public, as may be inferred from the number of questions on the subject put in the House of Commons for some time past.

The earthworks at Tara, constituting the only remains of the Royal residence once occupying the hill, are among the structures scheduled to the Ancient Monuments Protection Act, 1882. The legal effect of scheduling is to give the Board of Works certain very limited powers for preservation. When a monument is scheduled we have power to prosecute, for injury or disfigurement of the ruin, all persons other than the owner, or any one acting on his behalf and with his authority. As against the owner and any person acting by his direction, "scheduling" gives the Board no remedy, and provides no means for protection of the monument against injury. The Act enables the owner to vest the custody of the monument in the Board, and where this step is

taken, we are clothed with powers against the owner and his agents similar to those which the mere "scheduling" gives against other persons. The question of vesting the custody of the Tara mounds has been the subject of correspondence, but the owners have not seen their way to vest, and our powers are consequently confined to those which result from the "scheduling" of the monument.

In June, 1899, excavations were commenced on a portion of the hill within the scheduled area. The excavations were undertaken by some parties with the consent and authorisation of the owner of the portion referred to, for the purpose of looking for the Ark of the Covenant. No opposition to the work was made by the then occupying tenant. On ascertainment of all the circumstances, we recognized that we were powerless to interfere by legal process, and necessarily confined our action to an endeavour, which was unsuccessful, to secure by persuasions the cessation of the excavations. The excavations continued during the summer and were renewed in the spring of the following year to a limited extent.

No interference took place in 1901. In December of that year the tenancy of the farm on which the excavations had been made was sold, and, in consequence of representations made to the purchaser by our Inspector of National and Ancient Monuments and others, he interposed to prevent further despoilment.

Some small excavation was commenced in the spring of 1903, but stopped at the instance of the tenant. The holding has again changed hands and the present tenant is reported to be strongly opposed to any interference with the mounds. There is good reason under all the circumstances to hope that excavation will not be resumed.

It should be stated that Earl Russell, who owns a portion of the hill, has evinced deep interest in the conservation of the mounds on his land, and they are preserved intact.

Ogham Stone on Inishvickillane Island.

In the course of the year an Ogham stone of considerable interest was removed from the ancient Church on the Island of Inishvickillane—one of the Blasquet Islands on the coast of Kerry—by the Reverend J. Mahaffy, Senior Fellow, Trinity College, Dublin, with the consent of the Earl of Cork, the owner of the island, in order to be placed in the Museum of Trinity College.

The Church is one of many ruins vested in this Board as a National Monument, by the Commissioners of Church Temporalities in 1880, under the provisions of section 25 of the Irish Church Act, 1869. The stone did not form part of the original structure. It was taken, many years ago, by a gentleman interested in its preservation from a spot in which it was liable to be trodden on, and was placed, evidently with a view to its safety, over the doorway of the Church.

Having regard to the connection of the Board with the Church, and to the interest felt in the stone, we have thought it right to record its removal, and to indicate the Museum in which it is contemplated that it will be preserved for the future.

LIGHT RAILWAYS AND TRAMWAYS, AND COACH AND STEAMER SERVICES, UNDER RAILWAYS (IRELAND) ACT, 1896.

The Board's Annual Report for 1893-4, contained a full statement of the operations carried out under the Tramways and Light Railways Acts of 1860 to 1890, and of the history of Railway progress in Ireland, so far as it was facilitated by State or local aid. In the Report of 1896-7, a statement was given of the main object of each of the Acts passed up to the close of 1896 on the subject of Light Railways and Tramways so far as they bear on the administration of the Board. We have thought it desirable to summarise in this Report the action taken under the Act of 1896. Before doing so we present a summary of the statement of legislation contained in the Report of 1896-7.

The Tramways Act of 1860 (23 & 24 Vic., c. 152), dealt mainly with procedure, and made no provision for financial aid. It imposed on this Board the duty of inquiring into "the merits of the undertaking."

The Tramways Act of 1861 (24 & 25 Vic., c. 102), was also confined to procedure. It restricted (ss. 6 & 7) the inquiry by the Board to engineering questions.

The Relief of Distress Amendment Act, 1880 (43 & 44 Vic., c. 14), empowered the Treasury to lend on a baronial guarantee for lines specified in a schedule to the Act.

The Tramways and Public Companies (Ireland) Act, 1883, enabled Grand Juries to charge baronies or parts of baronies with interest on the capital required for the construction of Tramways or Light Railways (Sec. 1). The presentment creating this charge bound the districts charged to make good the deficiency in the net receipts to the amount of such interest, and made the districts liable under certain circumstances for sums required for completing, working or maintaining the undertaking.

The making of the presentment enabled the Treasury to repay the district half the amount paid under the guarantee, provided—(1) that the line was maintained and used; (2) that the Treasury payment should not exceed 2 per cent on the capital guaranteed.

The liability of the Treasury was limited to an annuity of £40,000.

The Light Railways Act, 1889, enabled the State to aid construction by (a) grant or loan, or grant combined with loan; (b) an annual payment; (c) capital sum and annual payment combined.

It applied to such Railways as the Lord Lieutenant in Council might declare to be desirable for the development of fisheries and other industries, and to require special assistance.

The State assistance was to be derived—(a) from the unappropriated balance of an annuity of £40,000 given by the Act of 1883; (b) from a sum of £600,000 to be provided by Parliament; (c) from an additional annuity of £2,000.

The Act was to apply only—(a) where the Promoters are a Company having a Railway open for traffic; or (b) where they have made an agreement for the maintenance, &c., of the proposed Light Railway by such a Company; or (c) where a baronial guarantee has been given for dividends under the Act of 1883.

The Railways (Ireland) Act, 1890, authorized the construction of a railway other than a Light Railway under any agreement with a Railway Company under the Act of 1889.

The Transfer of Railways (Ireland) Act, 1890, gave powers for the transfer to a Railway Company of any undertaking that had obtained a presentment under the Tramways (Ireland) Acts.

The Public Accounts and Charges Act, 1891, enabled the annuities created under the Act of 1889 to be capitalised, and the equivalent sum to be borrowed from the National Debt Commissioners, and repaid by temporary annuities.

The Light Railway (Ireland) Act, 1893, sanctioned an increase of the annuities authorized by the previous Acts by further annuities to the amount of £5,000.

The Tramways (Ireland) Act, 1895, provides that where dividends have been guaranteed under the Act of 1883, an Order in Council may, with the consent of the Treasury, the Company, and the Grand Jury concerned provide for the redemption by the Treasury of their liability in respect of the guarantee. The Act empowers the Treasury to redeem their liability by payment of a sum, not exceeding 33½ times the estimated annual amount of such liability. Redemption is not to affect the obligations of the Company or the Grand Jury as regards maintenance and working; and if such obligations are not fulfilled, the Grand Jury shall pay to the Crown an annual sum equal to three per cent. on the capital paid by the Treasury for redemption.

Commutation of the Treasury contribution has been carried out in the following cases:—

Railway.	Amount Paid.	Date of Redemption.	Remarks.
1. West Donegal, . . .	£ 9,167	July, 1896, . . .	Line worked by Donegal Railway Company.
2. Tralee and Dingle, . . .	80,000	August, 1898, . . .	Line worked by Committee of Management, appointed by the County Council.
3. Mitchelstown and Fermoy, . . .	26,465	November, 1900, . . .	Line worked by Great Southern and Western Railway Company.

In the last-mentioned case commutation was carried through under an agreement between the Treasury, the Cork County Council, the Great Southern and Western Railway Company, and the Mitchelstown and Fermoy Railway Company, scheduled to the Great Southern and Western Railway Act, 1900 (63 & 64 Vic., Ch. cxiv). See PP. 16-17, Annual Report, 1900-01.

RAILWAYS (IRELAND) ACT, 1896.

This enactment provides for two objects:—

- (1.) Aid in the construction of Railways.
- (2.) Aid in the establishment of steam-boats, coaches, etc., and the provision of structures necessary for their use.

The first step towards setting the statute in motion is a certificate to the Treasury from the Lord Lieutenant that the proposed railway or other conveyance, &c., is necessary for the development of the District, and cannot be provided without State assistance.

The Treasury are empowered to aid the construction of the proposed Railway, provided some existing Railway Company agrees to construct, work, and maintain it, or to work and maintain it after construction. The aid given may be by grant or loan, or by a combination of the two. In the case of a railway wholly or mainly through a Congested District the aid may cover the entire cost, but it is limited to half the cost in Non-Congested localities.

The Board having reported on the merits of the scheme, and the approval of the Grand Jury (now the County Council) having been obtained by the promoters, the next step is an Order of the Lord Lieutenant in Council authorising construction of the line.

The Executive is given control for certain purposes over all railways constructed with the aid of money provided under the Acts of 1883, 1889, or 1896. The seventh section of the Act of 1896 enables the Board of Works to ascertain the condition, &c., of such railways, and if a line is unsatisfactorily managed the Lord Lieutenant is empowered to appoint a manager.

The provision enabling aid to be given for the establishment of steam-boats, coaches, &c., is contained in the ninth section. This provision makes no distinction between Congested and Non-Congested Districts, and contemplates aid by grant only.

Grand Juries are empowered to aid the objects of the Act by presentment.

The amount rendered available for the purposes of the Statute was £500,000.

Two railways (both through Congested Districts in County Donegal) have been constructed under the Act—(1) Buncrana to Carradonagh, 18½ miles, opened 1st July, 1901; (2) Letterkenny to Burtonport, 49½ miles, opened 9th March, 1903. Both lines are worked by the Londonderry and Lough Swilly Company under agreements with the Treasury.

On the Carradonagh Line expenditure (outside provision of rolling stock) has been £103,824, which has been met by a grant of £98,527, and the proceeds of £5,000 Stock guaranteed by the County Donegal—£5,297. The Lough Swilly Company undertook to contribute a sum not exceeding £15,000 for rolling stock, and £11,397 has actually been expended under that head.

The Board's estimated expenditure on the Burtonport Line was £318,860, which will be somewhat reduced by savings effected by deviations approved of during progress of the works. The cost to the Board will be further reduced by £5,212, the proceeds of £5,000 Stock guaranteed, as in the Carradonagh case, by the county.

Particulars as to the second specific object of the Act, namely, the working of coaches, steamers, &c., are set out in the following Table. The Coach and Steamer Services were established for a term of seven years in each case, and the subsidies were calculated on that basis.

Work.	Mileage.	Treasury Contribution authorised.	Remarks.
Railways—		£	
1. Buncrana and Carradonagh	18½	98,527	Opened July, 1901.
2. Letterkenny and Burtonport	49½	318,860	Opened 9th March, 1903. The sum named will be reduced as above stated.
Coach and Steamer Services—			
3. (a) Killybeg and Drumahaire Steamers	10½	9,500	Opened August, 1897.
4. (b) New Pier on Lough Derg in connection with (c).	—	667	—
5. (d) Listowel and Tarbert Coach	12	6,188	Opened June, 1897.
6. (e) Tarbert and Killybeg Steamer	9	5,208	Do.
7. (f) Ennistymon and Ballyvaughan Coach	16	2,660	Do.
8. (g) Roskeel and Drumahaire Coach	2½	740	Opened June, 1898.
9. (h) Sligo and Belmullet Steamer	65	50,550	Opened June, 1899.
General Charges	—	10,000	—
	—	£502,900	—

The balance available after reductions on the Burtonport item will be increased by the receipts on the Coach and Steamer Services (Nos. 5 to 9 in the preceding Table) worked by the Board, through Contractors, and by savings on the actual expenditure on those services as compared with the estimates on which the subsidies were based. This balance, if not required for the purposes of the Act of 1896, becomes applicable for the purposes of the Marine Works (Ireland) Act of 1902 (2 Edw. VII., Ch. 24, Sec. 9).

As regards the operation of Sec. 7 of the Act of 1896, conferring upon the Board the power of inquiry as to the working, &c., of railways constructed under the Acts of 1888, 1889, and 1896, the Board have found it necessary to institute inquiries in three following cases:—

1. Donegal and Killybegs and Stranorlar and Glenties Railways (worked by the Donegal Railway Company). The Inquiry was held in June, 1897, in connection with a financial investigation. The result was on the whole satisfactory, only some minor points requiring attention.

2. Collooney and Claremorris Railways (worked by the late Waterford, Limerick, and Western Company). The Inquiry was held in July, 1897, and related to questions as to exchange of traffic between the Collooney and Claremorris and the Sligo, Leitrim, and Northern Counties Railways at Collooney Junction, alleged excessive rates, &c. The recommendations of the Board in this case were adopted by the Companies concerned.

3. West and South Clare Railways. This Inquiry was held in February, 1898, and was concerned with matters contained in a Memorial from cesspayers and others in County Clare, addressed to the Irish Government. The Memorialists alleged that the management of the lines was unsatisfactory. As the result of the Inquiry the Board communicated with the West Clare Company as to certain matters which required improvement, but did not consider that the case warranted a recommendation to the Lord Lieutenant to appoint a Manager.

In addition to the above-mentioned Statutes, an Act was passed in 1900 (Tramways (Ireland) Act, 63 & 64 Vic., c. 60) which places certain limits on the liabilities of counties and baronies in respect of such Light Railways and Tramways as may be constructed after the passing of the Act under the Tramways (Ireland) Act of 1883, without the aid of moneys provided by Parliament. The financial interests of the Board are not affected by it, and it is only referred to here because of its bearing on the general code of Light Railway legislation.

The Marine Works (Ireland) Act, 1902 (2 Edw. VII., c. 24), is explained at pp. 28 and 29 *infra*. It is principally conversant with Piers and Harbours, but under the provision which enables approaches to Marine Works to be constructed or improved, it authorises the construction, &c., of railways forming such approaches.

SHANNON STEAMER SERVICE.

The summer arrangements for 1902 in operation from 26th May till 30th September, were practically identical with those adopted by the Shannon Development Company during the preceding summer. They consisted of daily trips, Sunday excepted, between Athlone and Killaloe, Athlone and Rooskey, and Rooskey and Carrick-on-Shannon in both directions; also a daily cross-service on Lough Derg, with calls at both sides of the river. A reduced winter service similar to that for 1901-02, was worked from 1st October, 1902, to 23rd May, 1903. The receipts which are taken by the Shannon Development Company, amounted to £1,403, as against £1,674 for the previous year.

COACH SERVICE BETWEEN ROOSKEY AND DROMOD, COUNTY LEITRIM.

This service connecting the Shannon Steamers at Rooskey with the train at Dromod was worked daily in summer and bi-weekly during the rest of the year. There was a slight falling off in the number of passengers.

COACH SERVICE BETWEEN TARBERT AND LASTOWEL, COUNTY KERRY.

This service, which is part of the connection between the tourist districts of Kerry and the County Clare, was worked as in previous years. The number of passengers carried showed a slight increase.

**STEAMER SERVICE ON THE LOWER SHANNON BETWEEN TARBERT, COUNTY KERRY,
AND KILRUSH, CO. CLARE.**

The number of passengers, as in the case of the Coach Service between Tarbert and Listowel, showed a trifling increase. The steamer was again utilised by the Contractors (the Waterford Steamship Company) with the sanction of the Board, as a connection between Tarbert and Foynes during the three months July to September inclusive. This connection gives a through communication between Kilkee and Limerick, of which both tourists and the local public availed themselves largely.

**COACH SERVICE BETWEEN ENNISTYMON AND BALLYVAUGHAN TO LISDOONVARNA,
COUNTY CLARE.**

This service was worked as previously, tri-weekly for the four summer months, June to September inclusive. There was a slight increase in the number of passengers.

In view of the approaching termination (in 1904) of the periods for which the above-named services were established, it may not be out of place to submit particulars as to subsidies allocated under the Railways (Ireland) Act, 1896, and receipts to the undermentioned dates in 1902.

Service.	Subsidy under Railways (Ireland) Act, 1896 allocated.	Amount of subsidy under Railways (Ireland) Act, 1896 applied.	Receipts from operation of service.	OBSERVATIONS.
Shannon Steamer Service.	(a) £9,500	£9,500 Final payment, 16th May, 1903.	£9,519 (to 28th February, '03.)	Receipts belong to the Shannon Development Company.
Coach, Listowel to Tarbert, (Co. Kerry).	£6,188 distributable over 7 years.	£4,285 (to 31st December, 1902).	£882 (to 31st December, 1902).	Receipts belong to the Board.
Steamer, Tarbert (Co. Kerry) to Kilrush (Co. Clare).	£5,308 distributable over 7 years.	£3,652 (to 31st December, 1902).	£469 (to 31st December, 1902.)	Do.
Coach, Ennistymon to Ballyvaughan (Co. Clare).	£2,660 distributable over 7 years.	£1,954 (to 31st December, 1902).	£358 (to 31st December, 1902).	Do.
Coach, Roscrea to Droghda (Co. Lethrim).	£740 distributable over 6 years.	£594 (to 31st December, 1902).	£45 (to 31st December, 1902).	Do.

(a) In addition to the subsidy under the Railways (Ireland) Act, 1896, the Shannon Development Company have subsidies amounting to £2,900 a year from the Lifford Canal. These subsidies are terminable in 1904.

SLIGO AND BELMULLET STEAMER SERVICE.

This service was established in June, 1899, for a period of seven years, with power to the Board to terminate it at the end of the second or any subsequent year. It was substituted for a service originally contemplated between Achill Sound and Belmullet, but subsequently abandoned owing to difficulties experienced in arranging with the Midland Great Western Railway Company for working a short line from Achill Station to Gubardleer connecting the existing railway with a proposed pier at the latter place. The service is worked in a satisfactory manner by the Board's Contractors, the Sligo Steam Navigation Company. The steamer was purchased by us and is the property of the Board. It runs tri-weekly in each direction during the five months from May to September, and bi-weekly for the remainder of the year. From its

commencement, the service has been largely used for merchandise and live stock traffic, and has shown a continuous increase in receipts. It provides a regular connection between the important distributing centre of Sligo and the district of Belmullet, and has also been of great service to the districts between those places, namely, Ballycastle, Belderrig, Portliffin, and Ballyglass, at which the steamer makes frequent calls. It continues to carry a large number of harvestmen going to and returning from England for whom special fares are arranged.

BUNCRAHA AND CARNDONAGH RAILWAY.

This line, opened for traffic on 1st July, 1901, continues to show satisfactory traffic returns.

LETTERKENNY AND BURTON PORT RAILWAY.

From the date of its opening, on 9th March last, this Railway has developed considerable traffic. Complaints which have arisen as to delays and other defects in the working, have formed the subject of correspondence between the Board and the Londonderry and Lough Swilly Railway Company, who work the line. We are making every effort to secure satisfactory management by the Company. If these efforts are not successful we shall not hesitate to use every power at our disposal for that purpose.

LETTERKENNY RAILWAY.

The Board entered into possession of this line in 1888, in consequence of arrears at foot of advances to the original owning Company. It is worked by the Lough Swilly Company under an agreement which binds them to maintain it in proper order. As far back as 26th July, 1897, we agreed to establish telephonic communication, provided the Company undertook to maintain it, which would involve only a small annual charge. Our proposals were not agreed to, and negotiations were consequently suspended. In 1901 the subject was raised by a Parliamentary question, and negotiations were re-opened, but we were not then successful in inducing the Company to accept the obligation of maintenance for which, as we are advised, they are responsible under the working agreement. On 8th February, 1902, we wrote the Company that the offer of July, 1897, would be carried out on receipt of their assent to the condition as to maintenance. It was only in January, 1903, that the Company intimated their willingness to undertake the working and maintenance of communication (if erected by Board) in view of the opening of the Letterkenny and Burton Port Railway (constructed by Board under the Railways, (Ireland), Act, 1896). The latter railway was opened on 9th March following. The Board have arranged for the erection of telegraphic instead of telephonic communication, so as to secure uniformity with the arrangements on the Burton Port and Lough Swilly Railways, between which the Letterkenny line forms a connecting link. In addition, provision is being made for the introduction of an electric train staff system for working the traffic, in substitution for the existing arrangement of allowing one engine only in steam on the line.

III.—LOANS.

(I.) Loans secured on Undertakings, *e.g.* :—

For Inland Navigation, Harbours, Railways, &c., under 1 & 2 Wm. IV., c. 33.

For Labourers' Dwellings in Towns, and Housing of the Working Classes, under Acts of 1866, 1885, 1890, and 1893.

(II.) Loans secured on Rates, *e.g.* :—

To County Council for Roads, Bridges, Piers, Harbours, Lunatic Asylum Buildings, Courthouses, Reformatories, and Industrial Schools.

For purposes sanctioned by the Public Health Act.

For Labourers' Dwellings under the Act of 1883.

For Dispensary Houses.

For Workhouse Buildings, &c.

For the Acquisition of Small Dwellings.

For Buildings, and purchase of Land for purposes of the Agriculture and Technical Instruction (Ireland) Act, 1899.

(III.) Loans secured on Lands, *e.g.* :—

For Arterial Drainage Works.

For Arterial Drainage Maintenance.

To Owners for improvement of Lands, viz. :—Drainage, erection of Farm Houses and Buildings, of Dwellings for Agricultural Labourers; Planting for Shelter (10 Vic., c. 32, &c.).

To Tenants for improvement of their Holdings (44 & 45 Vic., c. 49), viz. :—Drainage, and most of the purposes included in the previous service.

For Purchase under Land Act, 1870.

(IV.) Miscellaneous Loans, *e.g.* :—

Loans for Glebes.

For National School Teachers' Residences.

For National Schools and Training Colleges.

For Seed Supply under the Act of 1898.

(V.) Irish Church Fund Loans—secured on Rates or Lands.

The extent and variety of the purposes for which loans are advanced by the Board are made clear by the observations on the several services in Appendix (C.) and by the abstract of Accounts of Loans for Public Works in Appendix (G.). The following statement shows the different purposes for which loans have been sanctioned during the year 1902-1903 :—

Total Number of Loans for each Class.	PURPOSES OF LOANS SANCTIONED 1902-1903.	Number.	Amount.	Total Amount for each Class.
10	CLASS I.—LOANS SECURED ON UNDERTAKINGS.		£	£
	Harbours,	3	550	
	Housing of the Working Classes,	7	58,140	58,690
226	CLASS II.—LOANS SECURED ON RATES.			
	<i>Loans to Counties :—</i>			
	County Roads, Bridges, and Fiers,	11	10,700	
	Lunatic Asylum Buildings,	14	69,345	
	<i>Loans to Unions, Rural and Urban District Councils :—</i>			
	Public Health Acts,	48	30,785	
	Labourers Acts,	113	379,540	
	Workhouse Buildings,	23	13,091	
	Housing of the Working Classes,	8	18,940	
	Acquisition of Small Dwellings,	8	9,288	
	Public Libraries,	1	400	532,259
1,182	CLASS III.—LOANS SECURED ON LANDS.			
	River Drainage, 26 & 27 Vic., cap. 88,	1	7,610	
	River Drainage Maintenance,	4	2,300	
	Land Improvement—Loans to Land Owners,	373	39,690	
	“ “ Occupiers,	804	54,815	104,345
51	CLASS IV.—MISCELLANEOUS LOANS.			
	Glebe Loans,	30	9,288	
	National School Teachers' Residences,	26	5,590	
	National Schools and Training Colleges,	5	4,660	19,778
1,469				£715,112

ADVANCES, REPAYMENTS, AND ARREARS.

The earliest mention of Public Works Loans to be found in the Abstract (Appendix G.) submitted by the Board is in connection with the Statute 57 Geo. III., c. 34, passed in 1817. The total of all loan advances from that date to 31st March, 1903 (with certain loans made under special Acts before 1817), is £45,051,188.

The classified abstract in Appendix (G.), pages 56 to 59, shows the portions of this amount which have been (1) repaid, (2) remitted, (3) written off from Local Loans Fund, or (4) which remain outstanding. The figures showing repayment, remission, &c., of the aggregate are as follows:—

Total Repayments,	£ 27,497,984
Total Remissions,	8,087,471
Written off from Local Loans Fund,	314,911
Outstanding Balances,	8,250,822
	<u>£45,051,188</u>

The aggregate of outstanding balances is represented in the books of the Office by 32,161 open accounts. The loans generally are in course of repayment by half-yearly instalments.

The amount issued to borrowers in the year 1902-1903 out of moneys advanced by the National Debt Commissioners for loan purposes was £763,067, as against £655,865 in 1901-1902, and £420,292 in 1900-1901.

The increase of £107,202 in the issues during the year 1902-1903, as compared with the previous year, is mainly accounted for by the larger amounts advanced on the following services:—Labourers Acts, £93,558; Public Health, £46,263; Railways, £26,967; Small Dwellings Acquisition Act, £8,485.

Of the total amount of £763,067 issued, £593,467 was advanced on the following Services:—

Levatic Asylums Buildings,	£ 59,304
Public Health,	290,441
Labourers Acts,	251,387
Housing of the Working Classes,	33,589
Workhouse Buildings,	28,900
	<u>£593,467</u>

The amounts received in the year were £410,315 in repayment of principal, and £298,249 in respect of interest, making together £708,564. Of the total, £678,423 was paid over by the Board to the National Debt Commissioners in discharge of principal and interest of loans made out of the Local Loans Fund, and £35,141 to the Irish Land Commission in respect of loans made out of the Irish Church Fund.

With regard to the whole Loans Service, the following table shows the payments towards discharge of Loans, and the arrears of principal and interest for the last four years:—

Year.	Payments.	Arrears.			Total Principal Outstanding (excluding Amounts written off).
		Principal.	Interest.	Total.	
1899-1900,	£ 681,854	£ 333,923	£ 193,897	£ 527,820	£ 8,887,674
1900-1901,	766,449	337,197	194,745	531,942	8,846,730
1901-1902,	896,934	186,650	192,153	378,803	8,915,086
1902-1903,	708,564	189,002	104,302	293,304	9,250,822

The following Abstract shows the amounts to which the arrears set forth in the above table have accrued on the various loan services:—

	To 31st March, 1900.			To 31st March, 1903.			Principal Amount outstanding on 31st March, 1903.
	Principal.	Interest.	Total.	Principal.	Interest.	Total.	
Public Works Loans generally,	£ 16,293	£ 3,653	£ 19,945	£ 18,901	£ 3,671	£ 21,572	£ 4,634,422
Public Health Acts,	878	954	1,830	388	508	896	1,732,416
Railways,	122,815	161,831	284,646	123,668	74,247	197,915	220,636
Land Charges, payable by Owners,	33,001	30,052	63,053	32,981	20,584	53,565	(a) 2,076,831
Do. do. Occupiers,	12,732	5,675	18,404	13,314	5,282	18,596	584,086
Seed Supply Act, 1898,	928	—	928	431	—	431	431
	<u>186,647</u>	<u>192,152</u>	<u>378,799</u>	<u>186,960</u>	<u>104,502</u>	<u>293,262</u>	(b) 9,250,822

(a) Includes Sack Driftage Charges, payable by Occupiers. (b) Excluding Amounts, £414,911, written off from the Local Loans Fund.

Arrears on "Public Work Loans generally" show an increase as compared with 31st March, 1902, of £1,924, accounted for as follows:—Harbours, increase, £1,516 (mainly due to increase of arrears—£540 on loan to Carrickfergus Harbour, and Galway Harbour, £910); County Loans and Roads and Bridges, £568; Labourers' Dwellings (in towns), £115; other loans, £176.

Decreases:—Labourers Acts (i.e., loans for labourers houses in agricultural districts), £381; other loans, £65.

Public Health arrears show a decrease of £934; Railway show a decrease of £86,724, the arrears of principal money having increased by £850 and the interest arrears decreased by £87,574. This decrease is mainly due to the interest remitted by the Public Works Loans Act of 1902 (2 Edw. VII, c. 32) in the following cases:—

	£
Waterford, Dungarvan, and Lismore Railway,	54,599
Derry Central Railway,	33,026
	<hr/>
	£87,625

The circumstances connected with the sale of the Waterford, Dungarvan, and Lismore Railway are set out at p. 23 in the Board's Report for 1898-9.

£100,000 was lent by the Board to the Derry Central Company between the years 1878 and 1881, for the purpose of completing the construction of their railway, 29½ miles in length, connecting the towns of Magherafelt and Coleraine. The line was opened in 1880. It was worked under an agreement for twenty-one years, from 1880, by the Belfast and Northern Counties Railway Company, for seventy per cent. of the gross receipts until they should average £12,500 per annum from the opening of the line, the percentage to be reduced as therein provided when the gross receipts exceeded that amount. The loan was to be repaid by instalments, within twenty-two years, with interest at four per cent. per annum.

The receipts proved insufficient to meet the instalments of principal and interest, and arrears of interest, amounting to £33,026 11s. 1d., accrued due to September, 1901.

Under the Belfast and Northern Counties Railway Act of 1901, an agreement for sale of the line by the Treasury to this Company for the sum of £85,000 was confirmed, and the balance of the principal debt, £15,000, together with arrears of interest amounting to £33,026 11s. 1d. was remitted by the Public Works Loans Act of 1902.

The arrears on Seed Supply Loans on 31st March, 1903, made under the Act of 1898, amounted to £431 3s. 8d., due by Belmullet Union.

Arrears on Land Charges, payable by owners, stood at £38,575, as against £53,053 on 31st March, 1902, an apparent increase of £522. As, however, the sum of £40, arrears existing at that date under the Land Improvement Act, has since been written off, there is an actual increase of £562, which is arrived at as follows:—Land Improvement Loans, decrease, £1,041; Land Act, 1870, decrease, £161; Arterial Drainage, increase, £1,764.

The issues made in the year under the Land Law Act, 1881 (44 & 45 Vic., c. 49, sec. 31), brought the total advances, from the commencement of the service, to occupiers of land for the improvement of their holdings to £1,175,899. Of this sum £580,338 11s. 4d. principal, had been repaid, and £10,974 3s. 0d. written off the assets of the Local Loans Fund. At the close of the year there were arrears of principal £12,976 15s. 6d., which with £571,109 10s. 2d. principal not yet due, represented the total amount outstanding, viz.:—£584,086 5s. 8d.

The arrears, principal and interest, on this service, stood at £17,269 8s. 9d. at the close of the year, as against £17,035 10s. 3d. on 31st March, 1902, an increase of £233 18s. 6d. £304 6s. 9d. of the arrears existing on the date last mentioned were written off under the Public Works Loans Act, 1902. These arrears are chiefly on loans made at an early stage of the service. Of the total number of open loans on the 31st March, 1903, 1,491 were in arrear, 657 for two or more half-yearly instalments.

RATES OF INTEREST.

The following statement shows the rates of interest chargeable on the several amounts constituting the aggregate balances of principal outstanding in each year ended 31st March, 1901, 1902, and 1903, respectively:—

	31 March, 1901.	31 March, 1902.	31 March, 1903.
	£	£	£
Free of Interest,	678	682	477
2½ per cent.,	275,857	270,185	263,772
3 "	70,948	75,884	70,816
3½ "	1,069,774	1,031,807	980,364
28 2s. 9d. per cent.,	—	16,708	15,644
3½ per cent.,	981,777	1,187,036	1,371,279
3½ "	214,527	191,979	183,605
3½ "	3,631,923	3,912,486	4,015,175
3½ "	830,391	987,117	1,159,044
4 "	923,886	715,324	640,822
4½ "	160,484	104,965	142,200
5 "	21,411	15,531	12,516
Advances on which interest is deferred, pending the completion of the works,	200	nil	1,930
Total Local Loans Fund,	8,391,151	8,489,644	8,837,624
Church Fund Loans— at 1 per cent.,	449,347	419,450	387,305
	*8,840,498	†8,909,094	‡9,224,929

* Exclusive of { £213,748 written off from the Account of the Assets of the Local Loans Fund.
£5,903 portion of Church Fund Loans, considered as irrecoverable.

† " { £214,418 written off from the Account of the Assets of the Local Loans Fund.
£5,992 portion of Church Fund Loans, considered as irrecoverable.

‡ " { £214,911 written off from the Account of the Assets of the Local Loans Fund.
£5,992 portion of Church Fund Loans considered as irrecoverable.

Statement showing the average rate of interest in respect of advances from the Local Loans Fund during the last ten years, calculated by computing the interest paid in each year on the principal outstanding at end of the preceding year.

Year ended	Balance outstanding.	Interest received in the current year.	Average rate of interest received for the year.
	£ s. d.	£ s. d.	£ s. d.
31st March, 1893,	7,716,697 5 6	258,473 11 10	3 6 11
" 1894,	7,700,877 15 1	259,268 3 5	3 7 4
" 1895,	7,709,434 7 11	267,964 19 8	3 9 6
" 1896,	7,793,245 7 5	271,216 4 11	3 9 7
" 1897,	7,899,536 18 7	269,888 4 8	3 8 3
" 1898,	7,816,483 6 5	268,602 18 2	3 7 10
" 1899,	8,339,276 15 11	272,322 2 9	3 6 1
" 1900,	8,387,201 3 6	303,267 17 1	3 12 2
" 1901,	8,301,150 18 7	309,828 9 0	3 13 10
" 1902,	8,489,644 3 7	294,030 16 3	3 9 3

The following Statements show :—

- (1.) The rates of interest payable to this Board in respect of the sum of £763,067 advanced during the last financial year;
- (2.) The terms of years over which repayment of the advances has been spread; and
- (3.) The mode of repayment, i.e., by equal instalments of principal and interest combined by way of annuity, or by equal instalments of principal, with interest on the principal sum from time to time outstanding.

SERVICE.	Pct. of Interest.	RATES OF INTEREST.								
		10.	1.	2.	3.	4.	5.	6.	7.	8.
CLASS I.										
Loans Secured on Undertakings.	£	£	£	£	£	£	£	£	£	£
Railways.	-	-	-	-	-	-	-	-	30,755	-
Quarries, Mines, &c.	-	-	-	-	9,000	-	-	-	-	-
Harbours, Docks, &c.	-	-	-	-	-	-	400	-	300	-
Housing of the Working Classes.	-	-	-	240	1,639	-	-	-	-	-
	-	-	-	240	10,639	-	400	-	30,955	-
CLASS II.										
Loans Secured on Rates.										
County Councils.	-	-	-	-	12,457	-	-	-	-	-
Public Buildings.	-	-	-	-	30	-	-	-	-	-
Housing of the Working Classes.	-	-	7	-	3,200	-	425	28,048	-	-
Public Health.	-	9,200	-	-	51,322	-	155,800	4,120	-	-
Lunatic Asylum Buildings.	-	1,775	-	-	40,578	-	13,105	3,743	-	-
Labourers' Aids.	-	-	270	-	8,445	90	60,548	182,015	-	-
Dispensary Houses.	-	-	230	-	400	-	3,495	-	-	-
Workhouse Buildings.	-	-	-	-	13,581	-	15,059	-	-	-
Acquisition of Small Dwellings.	-	-	-	-	10,708	-	-	-	-	-
	-	10,975	497	-	140,961	90	348,442	217,928	-	-
CLASS III.										
Loans Secured on Lands.										
River Drainage.	-	-	-	-	-	-	-	-	1,980	-
River Drainage Maintenance.	-	-	-	-	2,950	-	-	-	651	1
Improvement of Lands.	-	-	-	-	-	-	37,330	-	-	-
Land Improvement Preliminary Expenses.	1,200	-	-	-	-	-	-	-	-	-
Land Low.	-	-	-	-	-	-	41,515	-	-	-
	1,200	-	-	-	2,950	-	78,945	-	2,581	1
CLASS IV.										
Miscellaneous Loans.										
Glebe Loans.	-	-	-	-	-	-	5,854	-	-	-
National School Teachers' Residences.	-	-	-	-	-	-	5,858	-	-	-
Nun-Vested Schools and Training Colleges.	-	-	-	-	-	-	6,543	-	-	-
	-	-	-	-	-	-	16,255	-	-	-
GRAND TOTAL.	1,200	10,975	497	240	154,550	90	344,052	217,928	33,536	1
					£763,067					
Percentage of Advances at each Rate per cent.	0-16	1-44	0-07	0-03	20-25	0-01	45-09	28-53	4-39	0-00

TABLE (2.)

SERVICE.	TERMS OF YEARS.			
	Not exceeding 10 years.	Exceeding 10 but not exceeding 20 years.	Exceeding 20 but not exceeding 40 years.	Exceeding 40 but not exceeding 50 years.
CLASS I.	£	£	£	£
<i>Loans Secured on Undertakings.</i>				
Railways,	—	30,755	—	—
Quarries, Mines, &c.,	1,000	5,000	—	—
Harbours, Docks, &c.,	200	—	—	400
Housing of the Working Classes,	1,850	229	—	—
	2,850	36,984	—	400
CLASS II.				
<i>Loans Secured on Rates.</i>				
County Councils,	7,057	5,400	—	—
Public Buildings,	—	20	—	—
Housing of the Working Classes,	—	3,000	432	28,248
Public Health,	11,973	44,849	155,300	8,650
Lunatic Asylum Buildings,	16,635	28,353	12,430	3,793
Labourers' Acts,	—	9,045	59,508	182,815
Dispensary Houses,	—	—	4,115	—
Workhouse Buildings,	5,320	7,011	16,569	—
Acquisition of Small Dwellings,	3,415	7,298	—	—
	44,400	102,771	248,244	223,474
CLASS III.				
<i>Loans Secured on Lands.</i>				
River Drainage,	—	—	1,930	—
River Drainage Maintenance,	3,402	—	—	—
Improvement of Lands,	—	28,047	9,283	—
Land Improvement Preliminary Expenses,	1,500	—	—	—
Land Law,	70	41,545	—	—
	4,872	69,592	11,213	—
CLASS IV.				
<i>Miscellaneous Loans.</i>				
Globe Loans,	68	60	5,728	—
National School Teachers' Residences,	—	50	5,878	—
Non-vested Schools and Training Colleges,	—	—	4,543	—
	68	110	16,077	—
GRAND TOTAL,	52,190	211,467	375,534	223,874
		£763,067		
Percentage of Advances for each term of years,	664	27.71	35.11	29.34

TABLE 3.

SERVICE.	MODE OF REPAYMENT.								
	BY WAY OF ANNUITY.				BY RENTAL INCREASES OF PREMISES.				
	Not repaid, as 20 Years.	Exceeding 20 but not exceeding 30 Years.	Exceeding 30 but not exceeding 40 Years.	Exceeding 40 but not exceeding 50 Years.	Not exceeding 20 Years.	Exceeding 20 but not exceeding 30 Years.	Exceeding 30 but not exceeding 40 Years.	Exceeding 40 but not exceeding 50 Years.	
CLASS I.									
<i>Loans Secured on Undertakings.</i>	£	£	£	£	£	£	£	£	
Railways,	-	-	-	-	-	30,755	-	-	
Quarries, Mines, &c.,	-	-	-	-	1,000	8,000	-	-	
Harbours, Docks, &c.,	-	-	-	400	500	-	-	-	
Housing of the Working Classes,	-	-	-	-	1,650	229	-	-	
	-	-	-	400	2,850	32,984	-	-	
CLASS II.									
<i>Loans Secured on Rates.</i>									
County Councils,	-	-	-	-	7,057	5,400	-	-	
Public Buildings,	-	-	-	-	-	90	-	-	
Housing of the Working Classes,	-	-	-	-	-	3,000	432	25,348	
Public Health,	-	-	-	-	11,973	44,849	155,200	8,629	
Lunatic Asylum Buildings,	-	-	-	-	16,635	26,353	12,420	3,711	
Labourers' Acts,	-	9,045	39,108	182,815	-	-	400	-	
Dispensary Houses,	-	-	4,115	-	-	-	-	-	
Workhouse Buildings,	-	-	-	-	5,320	7,011	16,368	-	
Acquisition of Small Dwellings,	-	4,405	-	-	3,415	2,888	-	-	
	-	13,450	43,223	182,815	44,400	82,321	185,021	40,661	
CLASS III.									
<i>Loans Secured on Lands.</i>									
River Drainage,	-	-	1,820	-	-	-	-	-	
River Drainage Maintenance,	3,602	-	-	-	-	-	-	-	
Improvement of Lands,	-	25,047	9,223	-	-	-	-	-	
Land Improvement Preliminary Expenses,	-	-	-	-	1,200	-	-	-	
Land Law,	70	41,545	-	-	-	-	-	-	
	3,672	69,592	11,213	-	1,200	-	-	-	
CLASS IV.									
<i>Miscellaneous Loans.</i>									
Globe Loans,	68	60	5,725	-	-	-	-	-	
National School Teachers' Residences,	-	60	5,808	-	-	-	-	-	
Non-Vested Schools and Training Colleges,	-	-	4,543	-	-	-	-	-	
	68	120	16,077	-	-	-	-	-	
GRAND TOTAL,	3,740	83,162	90,513	182,215	48,450	128,306	185,021	40,661	
		£36	0,630			£40	2,437		
Percentage of Advances for each term of Years,	0-19	10-20	11-26	24-01	3,057	6-35	16-81	24-25	5-33

LOANS FOR TECHNICAL SCHOOLS.

During the past year we have been in correspondence with local authorities and private individuals on the subject of loans for the purpose of Technical Instruction under the provisions of the Agriculture and Technical Instruction (Ireland) Act, 1899. These loans can be made only to County Councils and Urban District Councils.

Section 19 of the Act (62 & 63 Vict., c. 50) provides that a County Council may borrow as if the purpose were one for which they are authorised to borrow by the Order in Council under section 104 of the Local Government (Ireland) Act, 1898, and that Urban Councils may borrow as under the Public Health (Ireland) Act, 1878. The security consists of the rate struck for the purposes of the Act. Technical Schools will have other sources of revenue in addition to the rate—e.g., contributions from the Department of Agriculture and fees—but the Board have been advised that none of these can be taken as security for a loan, the rate being the sole security available. It has been arranged that plans for works and proposals for purchase of premises shall first be submitted to the Department of Agriculture, in order to determine whether they meet the requirements of the Department, and whether the contemplated expenditure is reasonable, having regard to the income available, or likely to be available, for the purposes of instruction in the locality, and to the object on which the loan is to be spent. The specific consideration of the application for a loan in the first instance affords the Department an opportunity for seeing how much of the income from rates of the local authority can be made available for the repayment of a loan without risk of interference with the ordinary working of the school. This is of great importance. In the somewhat analogous service of loans for Public Libraries, in cases where, owing to the valuation being small, the penny rate for Library purposes, which generally constitutes the whole, or almost the whole, Library income, would not suffice for current expenses and payments at foot of the loans, no loan is practicable.

The application having been approved by the Department of Agriculture and Technical Instruction, has to be dealt with by the Local Government Board before it can be considered by the Commissioners of Public Works, because (1) the consent of the Local Government Board is necessary to enable a County Council to borrow (Local Government (Ireland) Act, 61 & 62 Vic., c. 37, sec. 104, and Application of Enactments Order, 22nd December, 1898, Article 22); and (2) the recommendation of the Local Government Board is equally necessary where an Urban Council borrows under the provisions of the Public Health Act, which, as already stated, Section 19 of the Agriculture and Technical Instruction (Ireland) Act, 1899, makes applicable in such cases.

The service, of which only the foregoing outline can now be given, will probably develop in different directions as schemes for agricultural or technical instruction are formulated by the various local centres and approved by the Department of Agriculture and Technical Instruction. Up to the present only one loan has been made, viz.:—A loan of £1,500 to Ballymena Urban District Council for the purchase of premises for a technical school.

LAND IMPROVEMENT LOANS.

The number of applications for loans for Agricultural Improvements dealt with under the Act 10 Vic., c. 32 (loans to owners), and 44 & 45 Vic., c. 49, section 31 (loans to occupiers), during the year 1902-3 exceeds the number for any year since 1895-6. The total number for the year is 1,774—i.e., 584 to owners and 1,190 to occupiers.

The increase is particularly noticeable in loans to owners owing to the number of tenant purchasers who avail themselves of these loans. It has to be explained that as soon as an occupier purchases his holding he is qualified to borrow under the Act 10 Vic., c. 32, and his application must *prima facie* be considered under that Act.

In 1901-2 the number of applications from tenant purchasers was 310, whilst in the year under review the number increased to 340.

In 1901-2 the number of applications from occupying owners who failed to qualify under the Act 10 Vic., c. 32, but came under the Land Law Act, 1881, was 83, whereas in the present year the number is 106.

It will be remembered that on the 26th-27th of February this country was visited by a storm of great severity, and it is satisfactory to be able to record that, comparatively speaking, little damage was done to works that were carried out with the aid of loans from this Department.

About forty notices of injury to farm offices were received, the majority of which related to iron hay-barns or similar structures. The Board caused the injured structures to be examined with a view to advising the borrowers as to the best means of carrying out the necessary repairs, and it has been ascertained that in the majority of instances the damage was such as could be rectified at small cost.

Having regard to the large number of farm buildings—both dwelling-houses and offices—that have been erected with the aid of these loans all over the country, the very small proportion that failed to bear the strain of the storm indicates the good quality of the work executed by the borrowers.

In the year the Board were asked to consider the making of loans for the erection of sheds, known from the name of the designer as "Cundy Cattle Sheds," which are used as open shelters for grazing cattle. These sheds consist of timber roofs on iron or wooden standards, with one side open and the other three closed with rough boards, concrete, or corrugated iron.

Hitherto the Board had not approved of the use of timber as the principal material in the construction of farm offices, owing to the risk of fire and to the shortness of the life of wood as compared with masonry or iron.

It was represented to the Board that the first of these objections would be met, in the case of "Cundy Sheds," by the fact that such structures are remote from residences and other buildings where fires, lanterns, &c., are in use. The second objection admitted of being dealt with by limiting the period for the repayment of the loans. After mature consideration, the Board, with the consent of your Lordships, included "Cundy Sheds" amongst the purposes for which loans might be made, the period for their repayment being limited to ten years. An annuity of £11 17s. 9d. per cent, covering principal and interest, discharges the debt in that period. So far, no loss has been made.

IV.—MISCELLANEOUS DUTIES OF THE BOARD.

ARTERIAL DRAINAGE.

Referring to passages in our previous Annual Reports (Report 1900-1, p. 22, 1901-2, p. 21), as to steps taken to secure the triennial election of Trustees for Districts constituted under the 5 & 6 Vic., c. 89, we are glad to state that there are now only about a dozen Districts for which Trustees have not been elected.

As regards Districts constituted under the 26 & 27 Vic., c. 88, for each of which it is intended a Drainage Board shall be elected annually, the number of these bodies appointed in 1902-3 compares favourably with that for the preceding year. In 1902-3 30 Drainage Boards were elected as compared with 20 elected in 1901-2.

SHANNON NAVIGATION.

CORRESPONDENCE WITH GRAND CANAL COMPANY.

In our Report for 1900-01 (p. 23), it was stated that there had been correspondence during the year with the Grand Canal Company as to the conditions affecting the use of the Shannon Navigation by that body, and the hope was expressed that the resumption of correspondence as to tolls would ultimately lead to a satisfactory solution. In the succeeding Report (1901-2) it was stated (p. 21) that the reply of the Company to a letter from the Board of 27th December, 1900, respecting certain points which had been under discussion had not reached the Board until 10th May, 1902, and that the Company's letter then received had necessitated a further reply from the Board, which was forwarded on the 29th idem. No reply has been received from the Company since that date, and the several matters under correspondence remain unsettled. The following paragraphs explain the main points under discussion.

1.—*Reduction of Tolls.*

In reply to a request from the Company in September, 1899, for a reduction of at least 50 per cent. in the tolls charged on the Shannon Navigation, the Board, after consideration, expressed regret that they were unable to comply. There was no further correspondence on the subject until July, 1900, when the Company wrote the Limerick Harbour Commissioners complaining of the Board's refusal. The Company are aware that in a matter of this kind the Board are bound to act under the directions of the Treasury, and that if any person or public body feels aggrieved by the action of the Board, it is open to them to appeal to your Lordships.

The grounds on which the Board found themselves unable to comply with the request for reduction of tolls in 1899, are as follows.

As your Lordships are aware, the Shannon Navigation is maintained out of rents and other miscellaneous receipts, and the tolls derived from the traffic. It is not worked for profit; no account is taken of the capital that has been sunk in it; and at the end of four only of the last twenty-three years has there been a balance to its credit. There is no doubt, however, that the finances are improving, and when certain terminable charges run out there is a possibility there will be funds available for improvements or for reductions in the tolls. But until such funds become available, the effect of a reduction of the tolls would be a deficit in the fund necessary for the carrying on of the Navigation.

This state of affairs was made perfectly clear in the year 1894 to the Committee of both Houses, which had before it the Orders of the Board of Trade dealing with the maximum charges to be levied on certain waterways, among them the Shannon Navigation. Before that date the charges on the Navigation were those fixed by the Acts regulating the Navigation of the Shannon, and the Board satisfied the Committee that the tolls which they proposed in substitution for those originally suggested by the Board of Trade, were only such as would produce sufficient revenue to meet the charges, and were in no case beyond the actual tolls then in force under the Acts referred to. The Committee appreciated these considerations, and while limiting the tolls to the actual charges then in force, gave power to the Board to raise them, with the consent of the Treasury, within the limit of the maxima allowed. This power has not been exercised.

The Grand Canal Company were represented, and gave evidence before the Committee. They are therefore well acquainted with the considerations bearing on the reduction of tolls.

The considerations which prevailed in 1894 applied in 1899, and apply still, and the Board would not be warranted in making a reduction which would bring the income below the necessary annual outgoings.

The Canal Company appear to have based their claim for a reduction of tolls on the following points:—(a) that the amount paid in tolls by the Canal Company had increased; (b) that the Shannon and Limerick trade did not pay the Company; (c) that the Company incurred considerable expense on the steamers and boats and other plant in order to carry the traffic, and that these require renewal; (d) that the Company pay large sums in wages, rates, and taxes, and that the Canal confers much benefit on the mercantile community and the agricultural population of the district served by it.

As regards (a), (b), and (c), it is to be observed that they form no answer to the argument that the tolls charged were and are necessary in order to maintain the Navigation and meet the necessary outgoings. It cannot fail, for instance, to be admitted that tolls required to maintain the Navigation and enable its liabilities to be met, should not be cut down in order to enable the Company to renew their boats. With respect to the last consideration (d), the Board recognise the services which would be rendered by the Company in keeping up competition with the railway for goods along the line of Canal and Navigation as far as Limerick. It appears, however, from evidence given before the Railway Commission at an Inquiry in Dublin in 1902, by the late Mr. Colhonn, Traffic Manager of the Great Southern and Western Railway Company, that an agreement had been made between the two Companies as to the rates to be charged by them. It is obvious that such an agreement may contain provisions which would deprive the locality of the benefit of free competition on the part of the Canal Company. If the agreement has had the effect of keeping up the cost of carriage by the Canal Company's boats, it is only fair that the blame should not rest on another body, namely, this Board, who make no profit out of the Shannon Navigation, and whose tolls are fixed purely with a view to meeting the necessary outgoings connected with the system.

On the Shannon Navigation the Grand Canal Company occupy the position of what is technically known as "bye-trader." We, therefore, asked the Company what were the charges levied by them on bye-traders on their own system, and in reply, we received from the General Manager of the Company a statement of such tolls. It appears from the information thus given that the charges to bye-traders on the canal system were very heavy and, with a view to facilitating bye-traders' traffic, we offered to the Company to make reductions in our charges to that class, as soon as our finances permitted, proportionate to any reduction that might be made to the same class by the Company on their system, and with this object we asked for certain information. The Company have replied that the information furnished in compliance with our request for

the charges to bye-traders does not represent the actual charges. This is not a very material point. The important thing is that they have declined to consider the offer made by us with a view to the reduction of the charges to bye-traders by them on the Shannon Navigation, and on the Grand Canal System.

2.—*The Method of Calculating Weights on which Tolls are charged.*

The Canal Company complain that the Board refuse to accept their manifests for the calculation of tolls. The clauses in the Schedule to the Provisional Order dealing with the Grand Canal, 57 & 58 Vict., ch. cccii., and in the Schedule to the Provisional Order dealing with the Shannon Navigation, 57 & 58 Vict., ch. cccvi., are (with one small exception in the case of stone) identical, and provide that the weight, except as afterwards provided with reference to timber, shall be determined according to the imperial avoirdupois weight, which may be ascertained by actual weighing or by the tonnage gauges or indices of the boat containing the merchandise. The Board are not aware how the Company apply this clause in practice on the Grand Canal. On the Shannon Navigation ascertainment of the weight by tonnage gauges is the original and normal rule, and it will be seen that it is much more favourable to the quick working of traffic than the other method of actual weighing contemplated by the section which either party may insist upon.

In order that weighing by gauges may be carried out boats must be weighed, and when in consequence of their being waterlogged, leaking, or through other circumstances their weight alters, they should be re-weighed. Other bye-traders comply with this and make no complaint of the charges.

The Canal Company, who are the principal carriers on the Navigation, have, or had up to a recent period, among their boats some which have never been weighed, and a large number which, owing to their age and condition, required to be re-weighed. The Company have been called on frequently for many years to weigh and re-weigh, but they have not generally complied, nor has any record been found of their claiming to have tolls ascertained by actual weighing. If they will cause their boats to be duly weighed or re-weighed, as the case may be, all difficulty will cease. Tolls will be determined by the depths indicated, reference being had, in accordance with the existing practice, to the manifests to facilitate the detection of error.

As regards the request that the Board should accept the manifests of the boats as a sufficient indication of weight, it is contrary to the general practice of carrying companies to accept manifests from other companies passing traffic on to their systems, and the provision made by the Act and Bye-laws for ascertaining the weights render the acceptance of the manifests quite unnecessary. It is the experience of the Board that the manifests are not always correct.

The Board in December, 1900, offered to facilitate the Company by agreeing that the boats should be weighed at the Dublin terminus of the Grand Canal instead of Killaloe, but the Company did not see their way to accept this proposal.

3.—*Claim for Acceptance in certain Cases of Standard in lieu of Actual Weights.*

In an important section of their traffic, the Company have certain standard or conventional weights, which, as the Board are informed, are lower than the actual weights. They want these standard weights to be accepted as the basis of charges for the section of traffic referred to, but the Board were not in a position to accept this departure from the system of charging as provided for by the Act and Bye-laws. They had, however, previously to any controversy made an important concession to the Company in the tolls payable on porter traffic to enable the Canal to compete with the Railway, and this concession has been continued up to the present.

LEGISLATION IN 1902.

MARINE WORKS (IRELAND) ACT, 2 EDW. VII., CAP. 24.

The leading provision of this Act (sec. 1) empowers the Treasury to aid by grant the "execution and equipment" of certain Marine Works. In order to bring a work within the operation of the Section, it must be certified by the Lord Lieutenant to the Treasury—

- (1.) That it is necessary for the development of a trade or industry carried on by the inhabitants of a Congested Districts County.
- (2.) That it cannot be executed without special assistance from the State.

Before the Treasury, having received the Lord Lieutenant's certificate, can aid a work by grant, they must be satisfied—

(1.) That the Congested Districts Board, the Department of Agriculture, and local authorities have, by the free grant of land, or by agreeing to make and maintain ancillary works, or otherwise, and that persons locally interested have, in such manner as aforesaid or by pecuniary contributions given all reasonable assistance and facilities in their power towards the objects of the work.

(2.) That the Councils of Counties appearing to be "interested" in the work have agreed to contribute an annual sum, regulated by later provisions in the Act, for maintenance.

The Section goes on to indicate the province of the Board of Works under the Act, the main provision on this point being that the Board may execute the work or (with the consent of the Treasury) enter into an agreement with a County or District Council, or any public department or person, for the complete or partial execution of the work, or of any work ancillary thereto.

Sections 2 and 3 deal with the "contributions" by County Councils referred to in Section 1. The object of these contributions is to provide a fund for the maintenance of works. The County contribution shall, where one County only is interested, be such an annual sum as the Lord Lieutenant may fix, being not less than $1\frac{1}{2}$ per cent. of the total cost of the work, and shall, where more than one County is interested, be such part of the said annual sum as the Lord Lieutenant, having regard to the prospective benefit to the inhabitants of the County, may fix.

Section 4 vests all certified works in the Board, and provides that the Board shall establish a general maintenance fund out of the County contributions. On this fund are thrown the expense of inspection and maintenance and the payment of certain harbour officials, provision being made that, in case the fund is insufficient for these purposes, the deficit will be met by moneys provided by Parliament.

Provision is made in Section 2 against the general maintenance fund becoming excessive. If not less than £6,000 stands to its credit, the Lord Lieutenant may reduce the County contributions within certain limits, and if at any time after reduction he considers the fund insufficient, he may increase the contributions, so, however, as not to exceed their original amount.

Section 6 provides for the levying of tolls and rates at certified works, and for the County or Counties "interested" being credited with the amount levied. If the tolls, etc., received in respect of a work exceed the County or Counties contributions, the excess is to be carried to the "General Maintenance Fund."

Section 9, "Provision of money for purposes of Act," enacts that any money raised under Section 4 of the Railways Act, 1896 (59 & 60 Vict., cap. 34), may be applied for advances under the Marine Works Act, and increases the limit of advances under that Section from £500,000 to £600,000. Section 9 further renders applicable to the purposes of the Marine Works Act any moneys received in respect of any means of communication assisted by the Board under Section 9 of the Act of 1896, and not applicable to the purposes of that Act.

Section 10 introduces a special provision in favour of Liscannor Harbour, County Clare.

Other Sections (5, 7 and 8) deal with the assessment of "works" to local rates, byelaws, and appointment of Harbour Constables.

Section 11 introduces the second main object of the Statute. A large number of fishery piers, some constructed before 1846, others under the Fishery Piers and Harbours Acts, 1846 to 1883, have become the property of the County Councils under the Grand Jury Act (Ireland) 1853 (16 & 17 Vic., cap. 136). Section 11 of the Marine Works Act enables the County Council and this Board to agree that such works within the County shall become vested in this Board and be maintained out of the "General Maintenance Fund." It also provides that the agreement shall contain a covenant on the part of the County Council to pay such an annual sum as the Lord Lieutenant may certify as a proper contribution in respect of each work.

PUBLIC LIBRARIES (IRELAND) ACT, 1902, 2 EDW. VII., c. 20.

This Act extends to Rural Districts in Ireland the powers in respect of the Public Libraries Act, 1855, etc., hitherto confined to Urban Authorities. Even where towns

are situated in a Rural District, the Rural Council is to be the authority invested with the power to adopt the principal Act, enabling money to be raised for Library purposes on the security of the statutory rate, and to carry out all the other provisions of the Public Libraries (Ireland) Act, 1855 to 1902. The Board have not up to the present received any application from a Rural Authority for a loan for library purposes.

AGRICULTURE AND TECHNICAL INSTRUCTION (IRELAND) ACT, 1902, 2 EDW. VII., c. 3.

Under this Act the Council of any County comprising a Congested District may exclude such district from the area of charge in raising money for agricultural, industrial, or technical purposes. The Act affects the Board only so far as it limits the security afforded by the rate where the area of assessment is restricted as indicated.

DUBLIN PORT AND DOCKS ACT, 2 EDW. VII., CH. cxxliv.

Several provisions in this Act have a bearing on services administered by us. Part III. deals with the purchase of lands for a projected widening of the North Wall (Dublin) Quay, in connection with which it is contemplated that it may be necessary to deepen the river opposite the Custom House Quay. Section 14 provides that before executing any works involving the deepening of the river at the place referred to, or deepening the portion of the Custom House Docks known as "the Old Dock," the Port and Docks Board shall submit plans, &c., of the proposed works to the Commissioners of Public Works in Ireland for their approval, and that until approval shall have been given in writing such works shall not be commenced. Provision is made for settling any difference between the two bodies touching the Section by arbitration.

Part VI. of the Act, headed "Rates" contains amongst others the following provisions:—

Section 32 enacts that in the case of steam vessels other than tugs the net register tonnage upon which rates are leviable by the Port and Docks Board shall in no case be deemed for the purpose of rating to be less than fifty per cent. of the gross register tonnage.

Section 40 enables the Port and Docks Board to levy in respect of goods the rates specified in the Fifth Schedule to the Act. It provides that the goods rates payable under the Section shall not until the expiration of five years from the passing of the Act exceed twenty-five per cent. of the rates specified in the Schedule.

Section 41 enables the Port and Docks Board during each of the five years following the passing of the Act to levy goods rates estimated to produce the clear sum of £8,000 a year. It further provides that the Port and Docks Board shall on or before the 31st December in each year immediately preceding each of the five years next following the passing of the Act make an estimate of the tonnage rates, thereafter called "net rates" which it will be necessary to levy on steam vessels other than tugs entering the port of Dublin the net register tonnage of which is less than fifty per cent. of their gross register tonnage in order in the year next following to produce in addition to the sum which would have been produced by the tonnage rates which would have been leviable on such steam vessels in case the Act had not been passed a clear sum of £8,000, or as near thereto as possible.

Part VII. is headed "Kingstown Harbour."

This Harbour, of which the Board are Commissioners under appointment by His Excellency the Lord Lieutenant, is used in several ways, (1) as a harbour of refuge; (2) for His Majesty's Navy, vessels carrying mails or engaged exclusively in passenger traffic, or carrying stores for Government departments, fishing vessels, &c.; (3) for purely commercial purposes. Legislation anterior to the Act of 1902 provided that Kingstown rates and dues of a purely commercial character should not be less than those charged in the port of Dublin. The restriction did not in theory or practice apply to any but purely commercial rates and dues. We thought it important to have the distinction between the commercial user of the harbour and all other purposes distinctly set forth in the Act and accordingly secured the insertion in Section 70, which dealt with commercial rates and dues in accordance with previous legislation of a provision that nothing therein contained should render it obligatory on the Com-

Commissioners of Kingstown Harbour to levy any rates or dues on the following classes of vessels or their cargoes, if any :—

- (a) Vessels employed by the Admiralty for coaling His Majesty's ships ;
- (b) Vessels carrying His Majesty's mails ;
- (c) Vessels engaged exclusively in passenger traffic ;
- (d) Vessels carrying stores of any kind for the use of the Admiralty, War Office, Kingstown Harbour, the Commissioners of Irish Lights, or for the Board of Works, or any other Government department ;
- (e) Vessels entering the Harbour for refuge, or repairs, or coaling, and not discharging or loading cargo ;
- (f) Fishing vessels, except as aforesaid, and vessels engaged exclusively in the fishing trade.

Acting in our capacity of Commissioners of Kingstown Harbour, we proceeded to adopt the tonnage rates and goods rates fixed by the Port and Docks Board under the Act, but in the earlier part of 1903, the net tonnage rates, fixed by the Port and Docks Board, were quashed by a decision of the Court of King's Bench, which was upheld on appeal. Under the circumstances the Commissioners have for the present reverted to the tonnage rates leviable before the passing of the Act.

Part VIII. contains provisions with regard to Balbriggan Harbour to which it is not necessary to advert in detail.

Reports have been furnished to your Lordships in the year 1902-1903 on the following Bills, so far as they affect the duties of the Board :—

Belfast Corporation.
 Belfast Street Tramways.
 Belfast Waterworks.
 Cavehill and Whitewell Tramways.
 Cork Harbour.
 Donegal Railway.
 Dublin, Wicklow, and Wexford Railway.
 Fishguard and Rosslare Railways and Harbours.
 Great Southern and Western Railway.
 Marine Works (Ireland).
 Midland and Belfast and Northern Counties Railway.
 Midland Great Western Railway.
 Mullingar, Kells, and Drogheda Railway.
 Public Works Loans.
 Rathmines and Rathgar Urban District Council.
 Rural Small Dwellings Acquisition.
 Strabane and Letterkenny Railway.
 Ulster and Connaught Light Railways.
 Waterford and Bishop Foy Endowed Schools.

We have the honour to be,

Your obedient Servants,

GEORGE C. V. HOLMES,
 R. O'SHAUGHNESSY,
 GEORGE A. STEVENSON.

H. WILLIAMS,
Secretary.

4th August, 1903.

APPENDICES.

APPENDIX (A).

DETAILS OF VOTED SERVICES.

STATE RESIDENCES AND DUBLIN CASTLE.

State Apartments, Dublin Castle.—Electric lighting has been extended to the bedrooms.

Chief Secretary's Lodge.—The old paving in the quadrangle having become worn out and dangerous was removed and concrete substituted.

Under Secretary's Lodge.—Extensive renewals and Sanitary works were carried out.

NAVAL AND MILITARY BUILDINGS.

Royal Hospital, Kilmainham.—The new farmyard at the Master's Quarters has been completed and enclosed, and the new farm buildings commenced in 1901-02 completed. These works have much improved the general sanitary condition of the premises.

The old roof of the Gardener's house had become decayed and unsightly. A new (tiled) roof has been constructed.

At the Infirmary increased accommodation for infirm patients was found necessary, and it was decided to convert the quarters in the main building occupied by the Infirmary Sergeant Major into an additional ward, and to equip new quarters for the latter in the Institution Laundry. The work is in progress and well advanced.

The old bath-room for in-pensioners was inconveniently situated in the basement. A new one has been constructed on the top floor.

Royal Hibernian Military School.—The sanitary works in connection with the dormitories referred to in the Board's last Report have been completed.

New and improved sanitary fittings have been provided for the Hospital, Laundry yard, and Farmyard.

Ordnance Survey Office, Mountjoy Barracks.—In consequence of the necessity for improved artificial light at this building, which is in a distant part of the park, it was decided after careful investigation to instal Acetylene Gas. The works were completed in September.

Ordnance Survey Office, Belfast.—Additional light required in the plotting rooms of this Office, which are on the top floor, was obtained by forming three large skylights. The ventilation of the rooms was improved at the same time.

Ordnance Survey Office, Ennis.—Considerable additions have been made to the fire-mains, hydrants, and other fire extinguishing appliances.

COAST GUARD STATIONS.

Castletownbere.

Galley Head (Dirkovee).

Knightstown.

Lawrence Cove.

—The works at these stations have been completed, and they are now occupied.

Bonmahon, Fethard, and Rosslare.—New wash-houses have been built at these stations.

Ballycotton.—The site of the Signal Station has been enclosed, and foundations built for a semaphore.

Ballinacorney.—A new porch to shelter the office has been built.

Kilkeel, Co. Down.—This station, commenced last year, was completed in September, and the accommodation provided for one Officer and four men, has been found satisfactory. The premises are occupied by the crew formerly located at Leestown, the latter station having been given up.

Tara, Co. Down.—Provision was made for building a new boat-house and improving the Station Officer's old house, but instead of this programme a new house was, with the approval of the Admiralty, built for the Station Officer, and the boat-house and watch-room enlarged and improved, and store-rooms constructed.

Carnlough (Detachment), Co. Antrim.—During this year the plans were prepared and arrangements made for carrying out the work, but owing to unavoidable delay in the perfecting of the lease, it was impossible to begin operations before the end of the year.

Ballyhalbert, Co. Down.—The Officer's house, located in an old Customs building, was damp owing to the condition of the external plaster, which has been removed and replaced by cement.

Greencastle, Co. Down.—Provision was made for sinking a well and erecting a pump so as to increase the water supply. It was found, however, on making a trial pit that the water was unfit for use, and instead of a well and pump a large underground tank was constructed with the approval of the Admiralty for the purpose of storing the overflow from the existing rain water tanks.

Ardglass Co. Down.—A new wash-house has been erected at this station and the drainage altered and improved.

Cushendall, Co. Antrim.—The roof of the Station Officer's house was very old and defective. A new roof has been provided.

Bray, Co. Wicklow.—Provision was made for erecting a railing around the boat-house. The Urban District Council on being notified, proposed, in the interest of the town, that a new boat-house should be erected on another site, and that the site of the existing structure should pass into their possession. They expressed their readiness to contribute to the cost of this substituted scheme. The railing has not been proceeded with and negotiations are pending with the Urban Council on their proposal.

Wicklow Head Signal Station, New Look-Out Hut.—The Admiralty proposed a more extensive scheme of accommodation than that originally contemplated by them, and the work has in consequence been postponed.

Culdaff.—The water supply has been improved.

Greencastle.—Additional quarters for one man have been provided.

Malinmore.—New staircases have been erected, and the drainage system improved.

Port Kinnegoe.—A new well has been sunk.

Tribane.—A new wash-house has been built.

Cleggan.—A new boat-slip and five new fuel stores have been provided, and the water supply and drainage system have been improved.

Clifden.—The office and watch-room accommodation has been improved.

Bunowen.—The water supply has been improved.

Roundstone.—The boat-slip has been lengthened and widened to a considerable extent.

Ballyglass. } —The water supply at these stations has been improved.

Claggan. }

Bullmouth.—A new wash-house has been provided.

Dalkey.—A new wash-house has been provided, and the water supply has been improved.

Royal Naval Reserve, Renmore.—Steel doors and shutters in the Magazines, and a lightning conductor have been provided.

CIVIL DEPARTMENTS.

Inland Revenue, Kilkenny.—The drainage arrangements were found to be defective and a new system on modern lines was introduced.

Registry of Deeds.—Additional sanitary accommodation for the Staff has been provided.

Record and Writ Offices, Four Courts.—A book lift between ground and upper floors has been provided.

Portal Inspection Office, Waterford.—The office being old and decayed and also too small for the service, a new site has been obtained and a larger office erected.

Portal Inspection Office, Belfast.—A Portal Inspection Office has been formed in the Custom House, Belfast, and the old office for which a rent was paid, has been surrendered.

POSTAL AND TELEGRAPH OFFICES.

Clonmel, Kilkenny, and Youghal.—New linemen's huts were provided at these places.

Kilkenny.—The sanitary accommodation, being unsatisfactory, has been thoroughly re-arranged. Modern apparatus have been provided and new drains laid.

Cahir.—The existing office, which was in private premises, being too small, a tender for a Crown Office has been accepted. The building is in progress.

Belfast.—More efficient protection against fire was provided by the supply of a number of hand pumps and the erection of taps at various convenient points throughout the building with water supply laid on. A hydrant with hose and nozzle was also erected in the yard.

The Registered Letter enclosure in the Sorting Room was enlarged and refitted. The Private Box Office was improved, an enclosed Office formed in the Sorting Room for the Superintendent, and additional electric lights provided in the Clerks' Sorting Room.

Coleraine.—This building contained an Office and Postmaster's residence, but the business having increased it was found necessary to extend the office accommodation. This was done by appropriating the Postmaster's quarters, retaining three rooms on the top floor for a caretaker's residence.

The Instrument Room and Male and Female Clerks' retiring rooms were transferred to the first floor. New retiring rooms were formed for Postmen and a room for the Telegraph Messengers, who had none before. The Sorting Room and Store were enlarged and additional fittings were supplied.

Clonea.—The site for a new office was acquired; plans and specification prepared; and tenders invited before the close of the year.

Portadown Parcel Depot.—Steps have been taken to provide the necessary fittings and furniture in anticipation of the completion of the structure which is being built by the Great Northern Railway Company.

Castlebar.—Considerable progress has been made with the new Office and Residence.

Galway.—The contract for alterations and additions has been completed.

Clifden.—A new linesman's hut has been erected.

QUEEN'S COLLEGES.

Cork.—A water supply was laid on to the benches in the Natural History Department, and an electric light installation was laid on from the Cork Electric Light Company's mains to the Dissecting Room and Anatomical Lecture Room. The main laid in by the College Council would not admit of further rooms being lighted.

Electric cables have been laid down from the Company's mains to the College buildings, at a cost of £450, and early steps will be taken to light the other lecture rooms by electricity.

Galway.—A pavilion containing baths and dressing-room has been built in the grounds.

The Dissecting Room has been remodelled; and a considerable quantity of special furniture and fittings has been supplied for the Library, Engineering School, and other departments.

Belfast.—An electric motor chamber has been erected, and other works carried out in connection with the erection of an organ (the gift of a Belfast citizen) in the Examination Hall.

PUBLIC GARDENS, &c.

Botanic Gardens.—The high wall, enclosing the additional ground lately acquired, has been completed.

Phoenix Park.—A new cycle gate was erected at Knockmaroon.

The road leading from the main entrance into the Royal Irish Constabulary Depot to the front gate of the Royal Zoological Society's Gardens has been widened by five feet, in order to accommodate a car hazard established there with the Board's sanction in 1901.

The old accommodation road to the Zoological Gardens work-yard has been closed up, and its site planted with flowering trees and shrubs. A new accommodation road has been formed, with a better grade and in a more convenient position.

A new footpath has been formed across the Park from a point near Island Bridge gate to the road running from the main road to the Phoenix Cricket Club pavilion.

The roads and footpaths have been well maintained. 45,630 superficial yards of roadway have been re-stoned and steam-rolled during the year.

DUBLIN METROPOLITAN POLICE.

Chapelized.—The sanitary accommodation has been removed outside the precincts of the main building, and a yard has been enclosed around the sewage precipitation premises.

Ballybough and Clontarf Barracks.—Consequent on the absorption of the Clontarf Township in the City of Dublin, the Royal Irish Constabulary have been withdrawn from the district, which is now served by the Metropolitan Police.

The R.I.C. Barracks at Ballybough and Clontarf have been taken over for the use of the Metropolitan Police, and the necessary alterations and extensions have been made.

Clontarf Town Hall has been rented for use as a Police Court.

ROYAL IRISH CONSTABULARY.

Bansha.—A new railing and gates were erected in front of the Barrack.

Banagher.—The work of altering and repairing this old military barrack for occupation by the Royal Irish Constabulary was put in hands.

Ballymoney.—The Head Constable's quarters were improved by laying concrete under the ground floors, enlarging the bedroom, and forming a scullery with trough and water supply. New drains from these quarters were also laid, and ventilation provided for the main drains of the Barrack.

Cullinstree Road, Belfast.—The sanitary accommodation for the Head Constable's family being unsatisfactory new arrangements have been carried out.

Falcarragh.—The water supply has been improved.

Londonderry, Victoria Barracks.—The cells and fittings have been considerably improved.

Dunmore.—The stables have been re-roofed, a railed area provided in front of the building, and a wash-house erected.

Ennis.—A bicycle shed has been built.

Sligo.—The barrack block has been cemented externally, and the drainage improved.

Roscommon.—Increased sanitary accommodation with improved drainage has been provided.

Temporary Barracks.—Ten new temporary barracks have been erected, including wash-houses and privies.

NATIONAL EDUCATION BUILDINGS.

Model Schools, Belfast.—New sanitary accommodation for night students and lavatories for the girls' day school were provided.

DUBLIN CRIMINAL LUNATIC ASYLUM.

An Electric Night Recording Apparatus has been installed.

ROYAL HARBOURS.

Remarks by the Harbour Masters on the Fishing Industry and Trade of the several Royal Harbours will be found in Appendix (D.)

Kingstown Harbour, Co. Dublin.—Considerable permanent repairs (necessitated by the severe storm of November, 1901) to the sea-slope of the eastern breakwater and to the Wharf wall were carried out in concrete during the year, and most of the damaged wharf surface has been restored. Two breaches in the walls, near the Boat Harbour, were rebuilt, and preparations made for the restoration of a third.

The renewals and repairs to the timberwork of the Mail Packet Pier were continued, and guard-chains were fixed along the entire unprotected portion of the structure. Dredging was done at the central part of the Harbour and north of the Mail Packet Pier—3,645 tons being removed. At east end of the Victoria Wharf a second flight of steps was built. Improvements were made at Dunleary Pier and the Traders' Wharf.

The roads, wharves, floating plant, cranes, workshops and buildings were maintained in good order and condition, and the buoys and moorings overhauled and painted.

The Harbour Dredgers (2) were repaired.

Howth Harbour, Co. Dublin.—At the eastern breakwater some protective footing course was constructed, a damaged groin repaired, small slope damages made good, and the parapet steps near the root end improved.

Dredging amounting to 6,437 tons was done near the Harbour mouth. By tidal excavation 500 tons of material were removed, and 4 derelict fishing vessels cleared away.

Dunmore East Harbour, Co. Waterford.—The sea-slope of the breakwater was protected by concrete toe-blocks. Two ladders were placed on the wharf wall, which are a great convenience to fishermen.

Dredging was done near the pier head for the purpose of improving the berths, 2,221 tons being lifted.

New porches have been built to the Harbour Master's cottage and new sanitary accommodation provided. The concreting of the yard has been completed and a plot of ground enclosed for a garden.

Ardglass Harbour, Co. Down.—Practically no damage was done by storms during the year. Sanitary accommodation was provided for the use of persons frequenting the harbour. The floating plant was overhauled and repaired.

Donaghadee Harbour, Co. Down.—Considerable repairs to the north and south sea-slopes (damaged in November, 1901, and subsequently) were carried out during the year, and the Harbour entrance was cleared of stones. The wharf walls, pavements, roads, and plant were repaired where necessary.

SHANNON DRAINAGE.

At Killaloe, Athlone, and Tarrisharry sluices, repairs to the concrete aprons were carried out.

RIVER MAIGUE NAVIGATION.

The wharf, swivel bridge, and Collector's house have been maintained in good order.

ANCIENT MONUMENTS.

See p. 10 of Report, and Appendix (E), p. 52.

APPENDIX (B).

DETAILS OF NON-VOTED SERVICES.

ARTERIAL DRAINAGE AND IMPROVEMENT OF LANDS (IRELAND) ACT, 1863, AND AMENDMENTS.

26 & 27 Vic., c. 88; 27 & 28 Vic., c. 72; 28 & 29 Vic., c. 52; 32 & 33 Vic., c. 72;
35 & 36 Vic., c. 31; 37 & 38 Vic., c. 32; 41 & 42 Vic., c. 59; 43 & 44 Vic., c. 27;
and 55 & 56 Vic., c. 65.

The works in the Triogue District, Queen's County, have been carried on by the Local Drainage Board during the past year, and it is anticipated they will be completed this year.

Two applications for the formation of new Districts were received, viz. :—(1) Pallas River, Co. Tipperary. The preliminary inquiry was held in this case, and steps are now being taken to have the District constituted. (2) Farney Bridge and Ballynahow, Co. Tipperary. An inquiry is about to be held regarding this scheme.

The Provisional Order for the Danderry District, Co. Meath, has been confirmed by Act of Parliament during the past session and the works are in progress.

DRAINAGE MAINTENANCE.

29 & 30 Vic., c. 49.

Maintenance works were carried out in the Killard District, County Cork, at a cost of £233; also in the Upper Gully District, Queen's County, at a cost of £418. The cost has been charged on the respective Districts.

The Kildare Drainage District was inspected and maintenance work estimated at £500 was found necessary. Difficulties having arisen regarding the re-constitution of the Drainage Board, a Bill has been introduced into Parliament confirming a Provisional Order of the Local Government Board transferring the business of this Drainage District to the Kildare County Council.

The Island Lakes and Glone River Drainage District, County Mayo, was inspected, and an expenditure estimated at £3,400 was found necessary to restore the works to their original condition. The Drainage Board have been called upon to execute the necessary works within twelve months.

The Balla Drainage District, County Mayo, was inspected. The maintenance work undertaken by the Trustees is proceeding in a satisfactory manner.

On the expiry of a notice given the Trustees of the Lower Inny District, Counties Meath, Westmeath, Longford, and Cavan, the District was inspected, and the Trustees have since undertaken to carry out the necessary maintenance work.

In the Lough Corrib Drainage District, Counties Galway and Mayo, an inspection was made in connection with the channels at Galway and the attention of the Trustees was drawn to the maintenance work required, which they have since been dealing with.

The Nobber Drainage District, County Meath, was inspected. A loan of £1,000 to the Trustees was sanctioned for maintenance work.

RAILWAY CLAUSES CONSOLIDATION ACT.

8 Vic., c. 20.

Certificates of the dimensions of culverts and waterways were issued in the cases of the Donegal and Ballyshannon Extension of the Donegal Railway, and the Gool's Cross and Cashel Extension of the Great Southern and Western Railway.

FISHERY PIERS AND HARBOURS MAINTENANCE.

16 & 17 Vic., c. 136.

Repairs to the foundation works at the head of Teelin Pier, County Donegal, were carried out at a cost of £625, the funds being provided by the Congested Districts Board.

WESTPORT HARBOUR, COUNTY MAYO.

An inspection was made in connection with a proposed loan for new dredging plant.

PORTRUSH HARBOUR, COUNTY LONDONDERRY.

The suction dredger at Kingstown was lent for a month to the Harbour Company, and it dredged 25,740 tons of sand in that time, at a cost of 2·86d. per ton, inclusive of working, hire, and insurance charges.

COURTOWN HARBOUR, COUNTY WEXFORD.

This Harbour was inspected in connection with a loan for maintenance work.

SHANNON NAVIGATION.

Dredging was done in the navigation channel at Bunnow, in the canal at Erin, and at Killaloe, 6,425 tons being removed. At Athlone 1,333 tons, and at Scariff 660 tons were dredged, and the Harbour at Dromed was deepened. One new pair of breast gates was erected at Annabeg Lock. A new steel swivel bridge was built at Mr. Lefroy's Dock, Killaloe.

The locks, bridges, embankments, piers, tow-paths, drains, buildings, cranes, buoys, beacons, floating plant, &c., were maintained in good order.

The gross tonnage carried in 1902 was	86,605 tons.
Do. do. in 1901 was	85,631 "
Increase,	974 tons.

ROYAL CANAL.

The Midland Great Western Railway Company have proceeded with dredging in the vicinity of Abbeyshrule and Fennelick.

ARBITRATIONS UNDER "THE RAILWAYS (IRELAND) ACTS" (1851, 1860, 1864).

14 & 15 Vic., c. 70; 23 & 24 Vic., c. 97; and 27 & 28 Vic., c. 71.

Arbitrations have been applied for and Arbitrators appointed in the following cases:—
Belfast and Northern Counties Railway—Lands required in Londonderry, Antrim, and Tyrone for the purposes of their Act of 1899.

Great Northern Railway—Ballyroney to Castlewellsan Extension—Lands required for the purposes of their Act of 1900.

Additional lands required at Bundoran for the purposes of their Act of 1900.

Midland Great Western Railway—Lands required for the purposes of their Act of 1900.

Belfast and County Down Railway—Newcastle to Castlewellsan Railway—Lands required for the purposes of their Act of 1900.

Donegal Railway—Lands required for the purposes of their Acts of 1896 and 1900.

Great Southern and Western Railway—Gooldscross to Cashel Extension—Lands required for the purposes of their Act of 1901.

INQUIRIES INTO TRAMWAY PROJECTS.

23 & 24 Vic., c. 152, s. 9; 24 & 25 Vic., c. 102, ss. 6, 7.

An Inquiry was held into the Bray Electric Tramway Scheme, and the Board's Statutory Report on its engineering merits was made on 15th July, 1902.

LAND IMPROVEMENT ACT, 1864; LIMITED OWNERS' RESIDENCES ACTS, 1870, &c.

27 & 28 Vic., c. 118; 34 & 35 Vic., c. 84; 40 & 41 Vic., c. 31.

Four applications have been made to the Board during the past year for sanction to expenditure to the amount of £7,250 under these Acts. Three Provisional Orders sanctioning expenditure to the amount of £2,163 have been issued and two Absolute Orders amounting to £1,620 have been made in respect of executed works.

APPENDIX C.

DETAILS OF LOAN SERVICES.

(For Abstract of Accounts and Tables, see Appendix G.)

CLASS (L).—LOANS SECURED ON UNDERTAKINGS.

*Labourers' Dwellings in Towns and Housing of the Working Classes.**Nos. 7 and 8 in Abstract, p. 56.*

Labouring Classes' Dwellings (Ireland) Act, 1866 (29 & 30 Vic., c. 44), and the Housing of the Working Classes Act, 1885, 1890, and 1893 (48 & 49 Vic., c. 72; 53 and 54 Vic., c. 70, and 56 and 57 Vic., c. 83).

Amount of loans sanctioned under Act of 1866 while it continued operative, *i.e.*, to the close of the year 1884-85—£281,334. Number of dwellings erected—3,416. The rate of interest charged was 4 per cent.

During the year under report 21 applications, amounting in all to £97,837 3s. 8d., have been received for loans under the Housing of the Working Classes Act, 1890. Of these applications 11, representing £25,624, were made by Urban District Councils, and 10, amounting to £72,213 9s. 8d. by public companies or private individuals. The loans sanctioned—15 in number—representing £77,080, may be similarly divided into 8 for £18,940 to Urban District Councils, and 7 for £58,140 to private individuals. The loans to Urban District Councils are made under the provisions of the Public Health Acts, and are generally for the erection of working-class lodging houses.

The following table shows the number and amount of the loans made each year since 1866, when the first of these Acts was passed:—

Year.	No. of Applications sanctioned.	Amount sanctioned.	No. of Families to be accommodated.
		£ s. d.	
1866-67, . . .	NIL	—	NIL
1867-68, . . .	1	638 0	8
1868-69, . . .	NIL	—	NIL
1869-70, . . .	1	500 0	10
1870-71, . . .	1	4,145 0	125
1871-72, . . .	2	1,450 0	45
1872-73, . . .	3	7,175 0	108
1873-74, . . .	7	23,250 0	261
1874-75, . . .	1	910 0	13
1875-76, . . .	7	24,242 0	259
1876-77, . . .	6	11,100 0	133
1877-78, . . .	8	23,614 0	272
1878-79, . . .	10	7,100 0	81
1879-80, . . .	16	31,858 0	351
1880-81, . . .	17	28,870 0	302
1881-82, . . .	17	32,674 0	453
1882-83, . . .	16	21,187 0	270
1883-84, . . .	16	40,032 0	397
1884-85, . . .	12	22,368 0	328
1885-86, . . .	20	50,755 0	712
1886-87, . . .	24	79,161 0	852
1887-88, . . .	20	34,746 10	397
1888-89, . . .	26	53,752 10	575
1889-90, . . .	16	45,319 0	603
1890-91, . . .	20	43,413 0	628
1891-92, . . .	11	10,164 0	135
1892-93, . . .	8	41,270 0	481
1893-94, . . .	7	11,463 0	86
1894-95, . . .	9	26,206 0	152
1895-96, . . .	7	16,130 0	211
1896-97, . . .	12	83,242 0	258
1897-98, . . .	4	15,832 0	177
1898-99, . . .	8	49,653 0	382
1899-1900, . . .	13	20,206 10	207
1900-1901, . . .	19	70,944 0	487
1901-1902, . . .	15	19,730 0	112
1902-1903, . . .	15	77,080 0	568
Total, . . .	396	1,054,393 10	10,440

CLASS (II).—LOANS SECURED ON RATES.

Public Libraries. No. 11 in Abstract, p. 56.

No loans have been granted for Public Libraries during the year. One application was received for a loan of £3,500, but the margin of security available did not justify an advance.

Technical Schools.

Applications from several local bodies have been received and are under consideration.

Industrial Schools and Reformatories. No. 11 in Abstract, p. 56.

No loans have been sought during the year for these purposes.

District Schools.

No applications have been received in respect of District Schools during the year.

Lunatic Asylum Buildings. No. 16 in Abstract, p. 56.

The loans to County Councils and Joint Committees for Lunatic Asylums show a decrease from last year's figures. In the year under review 16 applications for a total sum of £37,730 were considered, as compared with 28 applications for £180,295 in the preceding year. The number of loans sanctioned was 14, and the amount £69,547.

Loans to County Councils, omitting those for Lunatic Asylums.

No. 9 in Abstract, p. 56.

The number of loans sought for the general purposes set forth in the Application of Enactments Order, 1898 (Article 22), was 11 as against 15 last year, and the amount applied for was £10,750 as compared with £32,152 in the former period. Eleven loans, representing £10,700, have been sanctioned in the year.

Acquisition of Small Dwellings. No. 24 in Abstract, p. 56.

Three local authorities in Ireland have availed themselves during the past financial year of the provisions of the Small Dwellings Acquisition Act. Five loans, amounting to £9,567 18s., have been applied for and sanctioned in that period.

Workhouse Buildings. No. 23 in Abstract, p. 56.

Applications for loans for workhouse buildings reached 24 in number and amounted to £10,681 8s. 6d. in the period under notice. The applications in the year 1901-1902 numbered 31, so that this year shows a slight decrease. The sanctioned loans in the year numbered 22, and the amount was £11,319 8s. 6d.

Public Health Acts. Nos. 19 and 37 in Abstract, pp. 56 and 58.

Loans under the Public Health Act of 1878 numbered 48, and reached in amount £30,785, as against the corresponding figures 57, and £857,182 for the previous year. The following table contrasts the two years in detail:—

PURPOSE.	1901-1902.		1902-1903.	
	Number of Loans.	Amount.	Number of Loans.	Amount.
Water Works,	13	£ 30,675	17	£ 8,620
Sewerage,	12	10,625	10	8,590
Buildings, Public Lighting, Markets,	20	305,395	16	10,320
Streets, Paving, &c.,	12	10,287	5	3,265
	57	£357,182	48	£30,785

The total amount of loans authorised for sanitary purposes stood at £3,369,977 on 31st March, 1903, and the total amount issued at £3,199,775.

The distribution of the sum authorised amongst different sanitary purposes is as follows:—

	£
Water Works,	1,337,403
Sewerage,	468,683
Buildings, Public Lighting, Cemeteries, Parks, Markets,	863,321
Streets, Paving, &c.,	710,571
	<hr/>
	£3,369,977

Labourers Acts. No. 21 in Abstract, p. 56.

Loans were sanctioned under the Labourers Acts, 1883 and 1885, for sums amounting to £381,860 as against £335,110 in 1901-1902. The sanctions from the commencement of the service are as follows:—

	£
1884-85,	820,928
1888-89,	188,742
1889-90,	89,689
1890-91,	106,427
1891-92,	50,426
1892-93,	117,998
1893-94,	45,390
1894-95,	194,193
1895-96,	118,367
1896-97,	128,076
1897-98,	60,616
1898-99,	46,458
1899-1900,	29,816
1900-1901,	101,103
1901-1902,	335,110
1902-1903,	381,860
	<hr/>
Total,	£2,810,362

Of this sum the amount sanctioned in each Province appears from the following figures:—

	£
Minster,	1,441,294
Leinster,	1,148,230
Connanght,	46,528
Ulster,	154,310
	<hr/>
	£2,810,362

The advances made under the Acts in 1902-1903 amounted to £251,367, bringing the total advanced to £2,294,112.

Dispensary Buildings. No. 22 in Abstract, p. 56.

Seven applications for an aggregate sum of £7,840 have been received in the financial year, and six loans, representing £5,250, have received Treasury sanction. In the preceding year nine applications were received for £5,137, and five loans sanctioned for £2,538.

National Schools and Training Colleges. No. 26 in Abstract, p. 58.

Ten applications, amounting to £6,610, have been received within the year. The number in the previous year was six, and the amount £2,575. Five loans, amounting to £4,960, were sanctioned in the year.

CLASS (III).—LOANS SECURED ON LANDS.

This class comprises, in addition to loans made to tenants for purchase of their holdings, in accordance with the provisions of the Land Act of 1870 (under which no advances are now made), the following loans, having for their object the improvement of land:—

- (a) Loans for Arterial Drainage under 5 & 6 Vic., c. 89.
- (b) Loans for Arterial Drainage works (26 & 27 Vic., c. 88), and loans made for the Maintenance of such works (29 & 30 Vic., c. 49).
- (c) Loans to "Owners" of lands for improvements under 10 Vic., c. 32, and amending Acts; and under sec. 19 of the Land Act of 1881 (44 & 45 Vic., c. 49).
- (d) Loans to Occupiers of lands for improvements under sec. 31 of the Land Law Act, 1881 (44 & 45 Vic., c. 48).

Arterial Drainage. Nos. 25, 26, 27, and 42 in Abstract, pp. 56 and 58.

From 1842 to 1863 loans for Arterial Drainage were made under 5 and 6 Vic., c. 89. £2,082,052 was lent under this statute, the greater part during and after the famine of 1849. Of this amount £1,207,582 was remitted, and £874,447 repaid. The principal unpaid amounts to £23.

From 1863 loans for this purpose have been made under the Drainage and Improvement of Lands Act (Ireland), 1863, 26 and 27 Vic., c. 88, and amending Acts. The entire amount of such loans up to March 31, 1903, is £843,323, including £6,136 lent out of the Irish Church Fund.

Land Improvement, 10 Vic., c. 32; 13 & 14 Vic., c. 19; 29 & 30 Vic., c. 40, &c., No. 28 in Abstract, p. 58.

The following table gives (1) the number of applications for loans and the amounts issued under the Land Improvement Acts in each year, from 1847, when this service commenced, to 31st March, 1903; (2) similar information as to loans, under sec. 31 of the Land Law Act of 1881 (made principally to tenants), from 1881 to 31st March, 1903.

The figures as to the last-mentioned loans should, strictly speaking, come under the head relating to them (pp. 46-47), but it has been considered desirable to present in one view the operation of both services, which have a common object.

LAND IMPROVEMENT ACTS (10 VIC., c. 32, &c.).

Year.	No. of Applications.	Amounts issued.	Year.	No. of Applications.	Amounts issued.
		£			£
1847, June to Dec. (inclusive),	1,354	72,790	1876-77,	218	151,452
1848,	571	356,160	1877-78,	278	220,100
1849,	643	379,536	1878-79,	319	225,470
1850,	436	260,524	1879-80, { Relief, 2,144 } 2,607	(a) 210,211	
1851,	390	145,653	{ Ordinary, 463 }		
1852,	164	88,549	1880-81,	838	(a) 138,629
1853,	154	58,454	1881-82,	401	(a) 285,621
1854,	123	49,293	1882-83,	451	(a) 120,524
1855,	98	36,180	1883-84,	503	(a) 125,021
1856,	108	32,510	1884-85,	395	(a) 137,128
1857,	114	31,674	1885-86,	295	(a) 107,657
1858,	112	35,624	1886-87,	219	(a) 96,125
1859,	111	29,334	1887-88,	181	(a) 48,242
1860,	125	26,902	1888-89,	148	(a) 21,779
1861,	154	36,656	1889-90,	189	(a) 55,671
1862,	184	61,375	1890-91,	213	(a) 29,757
1863,	138	58,830	1891-92,	207	(a) 20,588
1864,	132	58,430	1892-93,	222	(a) 26,571
1865,	90	46,215	1893-94,	325	(a) 32,225
1866,	98	26,295	1894-95,	342	(a) 30,651
1867,	145	39,180	1895-96,	305	(a) 30,651
1868-69,	179	64,073	1896-97,	303	(a) 30,651
1869-70,	166	85,775	1897-98,	347	(a) 30,651
1870-71,	159	77,980	1898-99,	344	(a) 30,651
1871-72,	160	82,565	1899-1900,	294	(a) 30,651
1872-73,	223	76,290	1900-1901,	500	(a) 30,651
1873-74,	224	99,672	1901-1902,	504	(a) 30,651
1874-75,	245	102,005	1902-1903,	584	(a) 30,651
1875-76,	268	98,730			

(a) Including Relief of Distress Loans.

(b) Including Loans under 12th Section of the Land Law (Ireland) Act, 1881.

LAND LAW ACT, 1881 (44 & 45 Vic., c. 42.)

Year.	No. of Applications.	Amounts Issued.	Year.	No. of Applications.	Amounts Issued.
		£			£
1881-82,	5,682	159,768	1892-93,	937	42,645
1882-83,			1893-94,	768	41,122
1883-84,			1894-95,	776	36,300
1884-85,	2,708	211,503	1895-96,	708	37,502
1885-86,	1,855	115,643	1896-97,	729	32,303
1886-87,	911	75,442	1897-98,	787	32,677
1887-88,	648	50,759	1898-99,	928	38,943
1888-89,	613	35,541	1899-1900,	625	38,984
1889-90,	850	38,428	1900-1901,	556	28,517
1890-91,	737	43,860	1901-1902,	1,093	34,181
1891-92,	836	41,566	1902-1903,	1,190	41,615

The transactions under the Land Improvement Acts reached their lowest point in the number of applications in 1888-89. Since that year there has been a decided though not continuous increase. The number of applications received during the year 1902-1903 was 584 under the Land Improvement Acts; and 1,190 under the 31st sec. of the Land Law (Ireland) Act, 1881. Of the applicants under the Act 10 Vic., c. 32, 340 were purchasers under the Land Purchase Acts. The tendency of such purchasers to avail themselves of loans under the Land Improvement Acts continues to increase.

The following particulars relate exclusively to loans under 10 Vic., c. 32 :—

Classification of loans under which works were commenced in 1902-1903 :—

Class of Work.	No. of Loans under which works were commenced.	Amount Sanctioned.	Average of each Loan.
		£	£
Drainage and other Works on Lands,	16	2,300	137
Farm Buildings,	279	28,715	106
Labourers' Cottages,	22	5,475	158
Mixed Loans—including Buildings and Works on Lands,	3	1,340	446
Totals,	320	35,730	—
General Average per Loan,	—	—	114

The following table shows the certified expenditure on the various classes of works under loans completed during the year ending 31st March, 1903 :—

	£	s.	d.
Field Works,	5,218	10	7
Farm Buildings,	47,168	5	2
Labourers' Cottages,	4,825	19	10
Scotch Mills,	—	—	—
Planting for Shelter,	273	0	6
	£57,490	15	7

The following table gives the number of Land Improvement loans made, and the sums issued in the several counties of Ireland up to the 31st March, 1903 :—

SCHEDULE showing the NUMBER of LOANS and AMOUNTS ISSUED from commencement of Act.

Name of County.	No. of Loans.	Amounts issued.			Total No. of Loans.	Total Amounts issued.		
NORTHERN DIVISION.		£	s.	d.		£	s.	d.
Antrim,	233	138,830	0	0	1,528	773,871	0	0
Londonderry,	213	76,220	0	0				
Donegal,	335	190,319	0	0				
Fermanagh,	212	88,749	0	0				
Tyrone,	332	151,660	0	0				
Armagh,	14	22,708	0	0				
Down,	189	105,487	0	0				
MIDLAND AND EASTERN.								
Cavan,	213	56,433	0	0	4,352	1,819,335	0	0
Monaghan,	117	46,900	0	0				
Longford,	356	185,098	0	0				
Louth,	124	49,046	0	0				
Meath,	513	218,622	0	0				
Westmeath,	344	107,701	0	0				
Dublin,	338	101,215	0	0				
Kildare,	361	148,801	0	0				
King's,	272	73,556	0	0				
Queen's,	410	167,027	0	0				
Wicklow,	293	130,380	0	0				
Carlow,	254	112,083	0	0				
Kilkenny,	318	81,477	0	0				
Wexford,	439	142,996	0	0				
WESTERN.								
Sligo,	307	140,913	0	0	2,978	1,263,844	0	0
Lettim,	207	78,830	0	0				
Mayo,	531	233,266	0	0				
Roscommon,	504	235,280	0	0				
Galway,	870	398,253	0	0				
Clara,	569	179,502	0	0				
SOUTHERN.								
Limerick,	1,053	403,634	0	0	4,933	1,893,113	0	0
Tippinaw,	965	242,592	0	0				
Waterford,	342	95,370	0	0				
Cork,	1,537	466,507	0	0				
Kerry,	940	485,010	0	0				
Totals,					13,811	£5,350,163	0	0

MAIN AND THOROUGH DRAINAGE OR OTHER FIELD WORKS.

The number of Land Improvement loans sanctioned for works of which thorough drainage or other field works form the principal part, since the commencement in 1847 to the 31st March in this year, is 8,411, for £3,757,357, and of this number 16, for an aggregate of £2,220, were approved during the year ended 31st March, 1903.

PLANTING FOR SHELTER.

Since the passing of the Act 29 and 30 Vic., c. 40, under which advances are made for this purpose, 139 loans, amounting to £32,410, have been made. Two loans were sanctioned for this purpose exclusively during the current year.

FARM BUILDINGS.

Under this head 4,978 loans have been sanctioned since the passing of the Act 13 and 14 Vic., c. 19, the amount being £1,454,435. This includes 387 loans, for an aggregate of £33,175, approved during the past financial year.

DWELLINGS FOR AGRICULTURAL LABOURERS.

The number of loans sanctioned since the passing of the Act 23 Vic., c. 19, which first authorised them, is 895, for £384,304, of which 19, amounting to £2,770 were approved in the year.

Under section 19 of the Land Law (Ireland) Act, 1881, loans are made to tenant farmers, who, pursuant to the injunctions of the Irish Land Commission, and as a condition attached to the fixing of a "fair rent," proceed to erect labourers' dwellings on their holdings. Such tenants are deemed to be persons to whom a loan may be made under the Landed Property Improvement (Ireland) Acts, for the improvement or building of dwellings for labourers, as if they were owners within the meaning of the Act 10 Vic., c. 32, sec. 7. No loan was sanctioned under the 19th section of the Land Law Act, within the year ending 31st March, 1903. Two hundred and sixty such loans, amounting to £15,275, have been sanctioned under the Act since it came into operation, the instalments issued amounting to £13,880.

Advances for this purpose are also made under section 31 of the Land Law Act, 1881. See Table of Expenditure under this section, p. 47.

The following table shows the number and amount of Loans sanctioned for Dwellings for Agricultural Labourers under the Act 23 Vic., cap. 19, and the Land Law (Ireland) Act, 1881, sec. 19, since the passing of the Labourers Acts, 1883 and 1885.

Year.	23 Vic., c. 19.		Land Law (Ireland) Act, 1881, sec. 19.	
	No. of Loans Sanctioned.	Amount Sanctioned.	No. of Loans Sanctioned.	Amount Sanctioned.
1883.	37	13,210	28	333
1884.	36	12,495	61	1,518
1885.	35	5,915	84	5,039
1886.	26	7,535	37	3,899
1887.	18	6,700	11	1,488
1888.	19	5,355	24	419
1889.	13	5,029	3	145
1890.	11	5,006	1	284
1891.	17	4,865	6	221
1892.	10	1,940	3	189
1893.	20	6,008	NIL	116
1894.	14	4,885	NIL	29
1895.	21	4,770	1	4
1896.	21	4,410	1	84
1897.	12	3,015	1	105
1898.	12	4,840	NIL	5
1899.	12	1,569	NIL	NIL
1900.	17	5,845	NIL	NIL
1901.	22	5,945	NIL	NIL
1902.	22	4,265	NIL	NIL
1903.	19	2,770	NIL	NIL

Loans to Tenants for Improvement of Holdings, or "Land Law Loans."

LAND LAW (IRELAND) ACT, 1881, Section 31: No. 30 in Abstract, p. 58.

The great body of loans to tenants for improvements are made under this Act. The number sanctioned during the year was 804, amounting to £54,815; the total of the sums issued during the year was £41,615. The total number of loans sanctioned under

the section from the date of the Act to 31st March, 1903, is 16,609. The aggregate of the amounts sanctioned is £1,369,067, and the instalments issued amount to £1,175,399.

The number of applications for loans lodged during the year 1902-1903 was 1,190, being an increase of 97 as compared with last year. Of this number 110 were received from occupying owners who were disqualified by some feature in their application from proceeding under the Land Improvement Act.

The following table gives the distribution by Counties of the sums issued for all classes of work under the 31st Section of the Land Law (Ireland) Act, 1881, from the passing of the Act:—

SCHEDULE showing the NUMBER of LOANS SANCTIONED and AMOUNTS ISSUED up to the 31st MARCH, 1903.

PROVINCE AND COUNTY.	Number of Loans Sanctioned.			Amounts Sanctioned.			Total Issues.		
	To 31st Mar., 1902.	Year ending 31st Mar., 1903.	Total Number.	To 31st Mar., 1902.	Year ending 31st Mar., 1903.	Total Sanctioned.	To 31st Mar., 1902.	Year ending 31st Mar., 1903.	Total Issues.
LEINSTER:				£	£	£	£	£	£
Carlow,	117	11	128	14,050	775	14,825	11,130	400	11,530
Dublin,	216	9	225	28,375	1,125	29,500	26,969	715	27,684
Kildare,	242	21	263	34,125	2,655	36,810	28,158	2,078	30,236
Kilkenny,	334	39	373	26,735	2,515	29,350	21,984	1,379	23,363
King's,	283	9	292	25,210	670	25,880	21,475	538	22,013
Longford,	358	10	348	28,095	835	29,930	25,334	279	25,613
Louth,	83	3	86	10,765	685	11,450	9,432	190	9,622
Meath,	317	13	330	45,385	1,635	47,040	39,726	1,305	41,031
Queen's,	194	14	208	17,730	1,335	19,065	14,876	453	15,329
Westmeath,	356	10	366	37,250	1,000	38,250	30,869	976	31,845
Wexford,	237	23	260	20,610	1,335	21,945	18,263	1,072	19,335
Wicklow,	207	11	218	21,225	1,165	22,390	17,873	959	18,832
Totals,	2,924	173	3,097	310,435	15,770	326,205	264,879	10,341	275,220
MUNSTER:									
Clare,	800	18	818	64,450	1,240	65,690	55,515	1,129	56,644
Cork,	2,714	101	2,815	227,165	6,735	233,900	200,223	6,060	206,283
Kerry,	1,280	80	1,360	92,730	4,300	97,030	77,722	4,016	81,738
Limerick,	1,216	167	1,383	103,390	10,820	114,210	88,220	8,161	96,381
Tipperary,	1,303	154	1,457	94,530	9,075	103,605	83,069	6,567	89,636
Waterford,	186	17	203	15,900	885	16,785	13,315	692	14,007
Totals,	7,999	537	8,536	598,165	33,065	631,230	518,094	26,815	544,909
ULSTER:									
Antrim,	139	2	141	13,140	200	13,340	11,770	103	11,873
Aznavagh,	104	3	107	5,705	170	5,875	5,263	183	5,446
Cavan,	712	6	718	47,675	425	48,100	40,730	293	41,023
Down,	285	1	286	20,612	70	20,682	18,293	75	18,368
Fermanagh,	108	10	118	10,105	490	10,595	9,280	235	9,515
Fermanagh,	193	16	210	18,065	1,075	19,140	10,584	851	11,435
Londonderry,	147	4	151	12,035	275	12,310	10,822	233	11,055
Monaghan,	114	1	115	8,875	60	8,935	6,517	—	6,517
Tyrone,	284	5	289	21,740	265	22,005	17,635	330	17,965
Totals,	2,088	47	2,135	153,942	3,030	156,972	130,774	2,365	133,139
CONNAUGHT:									
Galway,	669	12	681	54,005	630	54,635	47,467	437	47,904
Leitrim,	627	8	635	33,185	335	33,520	35,189	245	35,434
Mayo,	989	3	992	73,385	230	73,615	63,819	224	64,043
Roscommon,	586	7	593	45,670	855	46,525	38,585	749	39,334
Sligo,	523	17	540	39,515	680	40,195	34,977	639	35,616
Totals,	3,394	47	3,441	251,710	2,980	254,690	230,037	2,294	232,331
Grand Totals,	15,905	804	16,709	1,314,252	54,815	1,369,067	1,133,784	41,615	1,175,399

The following statement classifies, under heading of the different purposes for which loans are made, the expenditure to 31st March, 1903, in cases where the works have been completed :—

Description of Work.	Amounts Expended		
	From passing of Act to 31st March, 1903.	For year ending 31st March, 1903.	Total from passing of Act to 31st March, 1903.
	£ s. d.	£ s. d.	£ s. d.
Drainage, Fencing, Farm Roads, and other Land Works.	438,460 0 11	1,741 17 1	440,201 18 0
Farm Houses and Offices.	711,746 5 5	38,693 5 5	750,439 8 10
Labourers' Cottages, 19th section.	10,182 13 10	NIL	10,182 13 10
Labourers' Cottages, 31st section.	15,839 15 5	940 5 8	16,779 19 1
Scutch Mills for Flax.	698 13 6	NIL	698 13 6
	1,176,897 7 1	41,375 6 2	1,218,272 13 3

The number of loans in which the amounts sanctioned have been expended and the works certified as completed, is 14,120, and of those in which the works were still in progress on the 31st March, 1903, is 698.

CLASS (IV.).—MISCELLANEOUS LOANS.

Glebe Loans. No. 32 in Abstract, p. 58.

Thirty-four applications for loans, amounting to £14,974 9s., have been received during the year, and twenty loans, amounting to £9,283, have been sanctioned. The figures show a large increase over the corresponding totals for last year, when fifteen applications for £9,808 were reported. The issues for the year amounted to £5,854 6s. 8d. Since the passing of the first Act in 1870, 1,750 applications have been received. The following is an abstract of those on which issues were made to the 31st March, 1903 :—

Description.	No.	Amount.
		£
Roman Catholic.	840	365,665
Church of Ireland.	311	147,654
Presbyterian.	227	77,259
Wesleyan and others.	96	36,067
	1,474	626,635

National School Teachers' Residences. No. 35 in Abstract, p. 58.

Thirty-nine applications for loans, amounting to £8,505, have been received during the year, and twenty-six loans, amounting to £5,580, have been sanctioned. The applications for last year were 34 and the sanctions 35. These variations are attributable to the number of loans under inquiry at the date of compiling our returns, and the stages of advancement reached in the several pending cases.

The amount actually advanced in the year was £5,868 8s. The total advances for loans of this class from the passing of the Act to the 31st March, 1903, amounted to £321,477 18s., and the total number of sanctioned loans was 1,087.

CLASS (V.).—IRISH CHURCH FUND LOANS.

No loans or advances under previous loans were made from this fund during the year.

Out of £1,269,933 advanced from the Irish Church Fund under the Relief of Distress Act of 1880, £338,201 has been repaid, £38,533 has been remitted, and of the balance outstanding, £393,198, £378,143 is not yet due, £5,992 is regarded as irrecoverable, and £9,063 is in arrear.

The rate of interest on these loans is 1 per cent., but borrowers are allowed to redeem their principal liabilities on the basis of 3 per cent. interest. The principal cancelled by such redemptions now amounts to £19,456, including £1,262 in the present year.

APPENDIX (D).

REPORTS FROM HARBOUR MASTERS.

DONAGHADEE HARBOUR.

A RETURN showing the HARBOUR SERVICE for the Twelve Months ending the 31st of March, 1903.

IMPORTS.

Month.	No. of Vessels.	Cargo.	No. of Tons.	Tons Registered.	No. of Vessels.	Cargo.	No. of Tons.	Tons Registered.	No. of Vessels.	Cargo.	No. of Tons.	Tons Registered.	No. of Vessels.	Cargo.	No. of Tons.	Tons Registered.	Quantity of Harrings.	Price per Measure.	Total From.	Total Spent.	
1902																	Meas.	£ s. d.	£ s. d.		
April.	2	Coal.	1,377	821	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	
May.	1	"	1,596	885	-	-	-	-	1	Granite.	130	35	-	-	-	-	-	-	-	36	
June.	2	"	1,615	703	-	-	-	-	-	-	-	-	1	12	-	-	3	0 10 0	4 0 0	75	
July.	7	"	1,550	536	-	-	-	-	1	Granite.	56	47	-	-	-	-	-	-	-	37	
August.	10	"	1,518	789	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	
September.	9	"	1,642	756	-	-	-	-	-	-	-	-	3	Gravel.	175	140	-	-	-	16	
October.	7	"	1,285	377	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	
November.	11	"	2,190	849	1	Wheat.	25	18	-	-	-	-	1	-	-	-	-	-	-	39	
December.	4	"	800	225	1	-	15	12	-	-	-	-	-	-	-	-	-	-	-	37	
1903.																					
January.	6	"	1,643	360	1	-	5	12	-	-	-	-	-	-	-	-	-	-	-	35	
February.	9	"	1,680	696	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	
March.	6	"	1,260	543	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	
Total.	32	-	17,119	6797	2	-	55	42	2	-	118	127	7	-	345	149	1	12	5	21 0 0	111

Exports:—Scrap iron, 85 tons; timber, 140 tons.

Vessels resorting for shelter to and other Vessels using the Harbour during the year.

VESSELS RESORTING TO THE HARBOUR FOR SHELTER.					OTHER VESSELS USING THE HARBOUR.	
No. of Vessels.	No. of Tons Registered.	Fishing Vessels.	No. of Tons Registered.	Number of Men.	Yachts.	Tugboats.
40	1,331	4	80	27	48	27

The number of boats or yawls that fished out of the Harbour for the past year was 529; quantity of fish caught, 1,751 score; the amount of money realised was £224 9s. 6d.

The Belfast and County Down Railway Steamers made about 44 calls. They landed on the pier head about 1,776 passengers, and took about the same number away.

KINGSTOWN HARBOUR.

The severe winds during the winter have entailed more work than before upon the Harbour staff in assisting vessels to get into secure berths.

Extract of the Register of Vessels and amount of Tonnage that have entered in English Ports during the Year ended 31st March, 1908.

Month.	1907.	Great Britain.										Foreign Ports.				Overseas.	
		Inland Ports.						Coast Ports.				Inland Ports.		Coast Ports.		Total.	
		Inland Ports.		Rivers.		Ports and Harbours.		Coast Ports.		Rivers.		Inland Ports.		Coast Ports.		Total.	
		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
April.	49	5,805	12	527	42	40	54	5,287	1	513	3	320	1	527	5	418	
May.	54	1,504	17	540	—	—	50	3,507	4	100	3	173	—	—	4	4,220	
June.	4	554	4	454	—	—	14	5,879	13	1,415	4	320	—	—	—	—	
July.	14	5,471	45	3,148	—	—	27	3,774	16	1,947	5	590	—	—	—	3	5,468
August.	14	1,893	55	1,818	—	—	18	5,813	58	1,591	4	330	—	—	—	1	5,400
September.	20	3,481	3	590	—	—	51	4,248	8	115	3	153	—	—	—	3	5,480
October.	22	1,547	1	50	—	—	57	3,757	1	10	3	170	—	—	—	3	1,844
November.	47	3,554	1	204	—	—	24	3,578	1	227	5	100	4	1,500	5	4,485	
December.	55	1,443	—	—	—	—	55	7,130	—	—	2	128	—	—	3	3,711	
January.	38	1,110	—	—	—	—	58	3,428	—	—	3	128	—	—	5	1,348	
February.	58	3,114	1	5	—	—	58	5,875	—	—	4	128	—	—	—	—	
March.	16	1,145	1	5	—	—	21	5,845	—	—	3	128	—	—	5	1,384	
Total.	595	50,747	202	9,508	438	710	561	45,887	68	4,721	24	1,574	5	1,527	19	5,394	
															63	16,770	

KINGSTOWN HARBOUR.

RETURN of Fishing for year ended 31st March, 1903.

Month.	Herrings. No. of Mease.	Other Fish No. of Herrings	Amount	Remarks.
1902.			£ s. d.	
April, - - -	Nil	109	109 0 0	} NIL
May, - - -	"	124	124 0 0	
June, - - -	2	150	152 0 0	
July, - - -	84	80	174 0 0	
August, - - -	27	109	136 0 0	
September, - - -	1	139	140 0 0	
October, - - -	Nil	196	196 0 0	
November, - - -	"	165	165 0 0	
December, - - -	"	89	89 0 0	
1903.				
January, - - -	"	142	142 0 0	}
February, - - -	"	128	128 0 0	
March, - - -	"	45	45 0 0	
Total, - - -	124	1,476	1,800 0 0	

HOWTH HARBOUR.

The imports for the past year were 2,903 tons of coal. The exports were 2,788 boxes of herrings (salted).

The total quantity of hook line fish landed was:—8,106 cleaves, which realised £7,123 5s., being an average of 17s. 6½d. per cleave. These figures show an increase of 981 cleaves, and £968 15s. on the previous year.

The herring fishery shows a marked improvement, 11,741 mease were landed, as against 8,449 mease in the previous year. The total amount realised was £7,065 4s., being an increase of £1,399 2s., as compared with last year.

The average price was 12s. 0½d. per mease.

The total amount realised for fish sold was:—

Hooked Fish	£7,123	5	0
Herrings,	7,065	4	0
	£14,188	9	0

The Harbour is frequently used during the winter months by a considerable number of Dublin (Ringsend and Kingstown) trawlers as a port of refuge; also by trading vessels seeking shelter, and waiting for tides to get into Malahide and Rogerstown.

DUNMORE EAST HARBOUR.

The spring fishing commenced on the 14th of April and the autumn fishing on the 9th of August. Neither was very successful. The shell fishing showed no improvement on previous years.

Shipping.—Tonnage entering the Harbour to discharge or load—18 vessels, 1,048 tons (71 men).

Cargo vessels entering the Harbour for shelter—6 vessels, 239 tons (31 men).

Boats engaged fishing off the Harbour—74 Scotch, 6 Manx, 88 Irish. Total, 168, 2,680 tons (1,096 men and 145 boys).

Fishing boats using the Harbour for shelter—1 Scotch, 4 Cornish, 12 Manx, 7 Irish, Total, 24 (151 men and 16 boys).

Tug-boats and yachts entering the Harbour for shelter—9 tug boats, 180 tons (94 men); yachts, 17, 406 tons (85 men).

Imports.—Coal, 1,139 tons; salt, 109 tons; cement, 4 tons; sewer pipes, 1 ton; galvanized iron, 2 tons.

Fish caught and sold.—Herrings, 7,954 mence. Average price, 13s. 5d. per mence; total price, £5,819 9s. 3d.

Trawl and other fish—539 cwt., at 12s. 8d. per cwt.; total price, £341 7s. 4d.

Shell fish.—Lobsters, 482 dozen, at 8s. 11d. per dozen; total price, £215 14s. 0d.

Crabs—221 dozen, at 2s. 6d. per dozen; total price, £27 8s. 9d.

ARDGLASS HARBOUR.

Herring fishing commenced at Ardglass on 2nd May, 1902, and ended virtually on 27th September, 1902. The fishery thus lasted twenty-one weeks, about three weeks longer than the previous year. The total quantity of herrings captured and sold was 16,380 mence, and the sum realized by their sale was £11,016 6s. 6d. These figures show a decrease in quantity of fish of 123 mence, but an increase in value to the extent of £2,101 11s. 6d. when compared with 1901.

The prices ranged from £1 8s. down to occasionally 10s., the average price being 13s. 6d. (2s. 8d. higher than that for preceding year, and 4s. higher than that for 1900).

Though the quantity of herrings caught was somewhat less, the quality has greatly improved, the demand was brisk, and the prices steady.

The number of boats fishing from the Harbour was 69, comprising 33 Scotch, 5 Manx, and 31 Irish. No Cornish boats visited the Harbour. The average quantity of fish captured by each boat was 236 mence, and the average sum realised by each was £159 13s.

Long line fishing was inconsiderable; only 2 tons 8 cwt. 3 qrs. of mixed fish were sold.

Shipping of all kinds to and from the Port:—

Number.	Class of Vessel.	Registered Tonnage.	Cargo.
1	Sailing.	59	30 tons bone manure discharged.
9	Steamers.	549	1,325 tons coal discharged.
5	Do.	157	668 tons potatoes exported.

Steamers entering private dock, 8 (tonnage = 431).

Sailing vessels and steamers wind-bound, &c., 13 = 1,127).

The Shipping trade of the Port during the year was, on the whole, fairly maintained. The coal imported was about the same as last year, but there was a decrease of 54½ tons in the export of potatoes. This decrease is accounted for by the fact that a large quantity of potatoes were exported from the private dock.

In the aggregate 1,923 tons cargo were laden or unladen during the year. The gross tonnage of vessels entering the Harbour was 1,558 tons.

APPENDIX (E).

NATIONAL AND ANCIENT MONUMENTS.

Irish Church Act, 1869, 32 & 33 Vic., c. 42; Ancient Monuments Protection Act, 1882, 45 & 46 Vic., c. 73; Ancient Monuments Protection Act, 1892, 55 & 56 Vic., c. 46.

The following are the Ruins which came under the consideration of the Board during the past year :—

1. Ruins brought under the notice of the Board for Guardianship.
2. Ruins of which the Board have become Guardians during the year.
3. Ruins repaired.
4. Ruins of which the repair will be undertaken as soon as the state of the funds will permit.

1. Ruins which have been brought under the notice of the Board during the past year with a view to Guardianship :—

Kilkieran Church,	Co. Leitrim.
Greenan of Aileach,	Co. Londonderry.
Claremount Castle (near Dundalk),	Co. Louth.
Carlingford Castle,	Do.
Knowth Tumulus,	Co. Meath.
Bun-a-Margie (Ballycastle),	Co. Antrim.
Shanid Castle,	Co. Limerick.
Kiltolagh Church,	Co. Clare.
Lislaughten Abbey (Franciscan),	Co. Kerry.

2. Ruins of which the Board have become Guardians during the year :—

French Church, Waterford,	Co. Waterford.
Mellifont Abbey, Church, and Castle,	Co. Louth.
Fiddaun Castle,	Co. Galway.

3. Ruins at which repairs have been executed during the year :—

Glendalough,	Co. Wicklow.
Devenish Island, Lough Erne,	Co. Fermanagh.
Sligo Abbey,	Co. Sligo.
Clare Galway Franciscan Convent,	Co. Galway.
Ross-Errilly Franciscan Convent,	Co. Galway.
Kilconnell Franciscan Convent,	Co. Galway.
Dungiven Priory,	Co. Londonderry.
Donaghmore Church,	Co. Tipperary.
Mellifont Abbey, Castle, and Church,	Co. Louth.
Cashelmore,	Co. Sligo.
St. Flannan's Church, Killaloe,	Co. Clare.
Corcomroe Cistercian Abbey,	Co. Clare.
Oughtmema,	Co. Clare.
Clones Cross,	Co. Monaghan.
Clones Abbey and Round Tower,	Co. Monaghan.
Timoleague Franciscan Convent,	Co. Cork.
Ennis Abbey,	Co. Clare.
Annaghdown Augustinian Abbey,	Co. Galway.
Inisheer, Aran Island,	Co. Galway.
Inishmaan, Aran Island,	Co. Galway.
Inishmor, Aran Island,	Co. Galway.
Maghera Church,	Co. Londonderry.
French Church, Waterford,	Co. Waterford.
Dromiskin Church and Round Tower,	Co. Louth.
Monasterboice Round Tower,	Co. Louth.
Drumcliff Round Tower,	Co. Sligo.
Skellig Michel (Skellig Island),	Co. Kerry.
Holycross Cistercian Abbey,	Co. Tipperary.
Moyne Abbey, Franciscan,	Co. Mayo.
Rosserk Abbey, Franciscan,	Co. Mayo.
Seven Churches, Inchcleraun (Quaker Island),	Co. Longford.
Termonfeckin Castle,	Co. Louth.
Church, Monastery, and Cross of Errill (Rathdowney),	Queen's County.
Quin Abbey Franciscan,	Co. Clare.
Athenry Dominican Priory,	Co. Galway.
Loughinisland Church,	Co. Down.
Movilla,	Co. Down.
Cranfield,	Co. Antrim.

4. Ruins at which work will be carried out as soon as the state of the funds will permit :—

Staigue Fort,	Co. Kerry.
Lislaughton Abbey (Franciscan),	Co. Kerry.
Hospital Old Church,	Co. Limerick.

Caretakers have been appointed at the ruins of Gallerus Oratory and for Staigue Fort, Co. Kerry.

APPENDIX F.—STATEMENT showing the Loans made by the Board of Works to Aid in the Construction of Railways under the Act 1 & 2 Wm. IV., cap. 33.

Railway.	Amount Advanced.	Principal Outstanding, 31st March, 1902.	Principal Outstanding, 31st March, 1903.	Remarks.
	£ s. d.	£ s. d.	£ s. d.	
Ballymore, Outhcoddell and Railway.	27,700 0 0	—	—	
Ballymore.	20,000 0 0	—	—	Board's interest sold. Repaid by Public Works Loan Act, 1897.
Ballymore and Larne.	44,300 0 0	—	—	
Clonsilla and Donaghoe, {	(a) 30,000 0 0	—	—	(a) The purchase of the line by the Great Southern and Western Company was completed during the year 1894-5. The balance outstanding, £15,000, was repaid by the Public Works Loan Act, 1897.
	(b) 38,346 0 0	20,683 8 7	20,079 11 0	
Clonsilla Extension.	20,000 0 0	—	—	
Cork and Brandon (Bantry Extension).	35,000 0 0	—	—	(b) The repayment of this loan is guaranteed by the Bank of Cork, King's Quay, under the Relief of Distress Amendment Act, 1880.
Dublin to Kingstown, {	112,300 0 0	—	—	
	20,000 0 0	—	—	
Dublin and Lanes.	10,000 0 0	—	—	
Derry Central.	100,000 0 0	15,000 0 0	—	Board's interest sold to Belfast and Northern Counties Railway Company—Purchase Money. £80,000, paid 30th September, 1901. The balance, £15,000, was repaid by the Public Works Loan Act, 1902.
Donegal, {	(c) 40,000 0 0	—	—	(c) For West Donegal Line.
	12,500 0 0	—	—	(d) The Board's charge has been assigned and the purchase money, £4,500, was lodged in May, 1897. The balance, £8,000, was repaid by the Public Works Loan Act, 1897.
Downpatrick.	15,000 0 0	—	—	
Glenties, Carriserry, Portlough and Bush Valley.	(d) 10,000 0 0	—	—	(e) The repayment of this loan was guaranteed by certain Baronies in the Counties of Donegal and Londonderry under the Relief of Distress Amendment Act, 1880.
Hen Valley.	40,000 0 0	—	—	
Larne and Dungannon.	19,601 0 0	19,601 0 0	19,601 0 0	(f) Board's interest sold to the Fishguard and Rosslare Railway and Harbours Company—Purchase Money, £93,000, paid 1st November, 1901. The balance £260 16s. 8d., was repaid by the Public Works Loan Act, 1902.
Lettickenny, {	50,000 0 0	50,000 0 0	50,000 0 0	(g) This line has been transferred to the Fishguard and Rosslare Railway and Harbours Company—Purchase Money, £93,000, paid 1st November, 1901. The balance £260 16s. 8d., was repaid by the Public Works Loan Act, 1902.
	(e) 30,000 0 0	25,184 4 8	24,393 1 1	
Sligo, Leitrim, and Northern Counties.	99,525 0 0	2,325 0 0	2,325 0 0	
Sligo and Ballaghaderreen.	13,300 0 0	—	—	
Southern.	56,184 17 5	56,184 17 5	54,693 17 5	
Ulster.	20,000 0 0	—	—	
Waterford, Dungarvan, and Lismore.	(f) 93,370 16 8	290 16 8	—	
Waterford and Wexford.	(g) 53,000 0 0	53,000 0 0	53,000 0 0	
Cavan, Leitrim, and Roscommon.	65,000 0 0	—	—	
Clogher Valley.	44,000 0 0	—	—	
Cork and Muskerry.	18,700 0 0	—	—	
Donegal (West Donegal Light Railway).	(h) 7,000 0 0	—	—	
West Clare.	54,400 0 0	—	—	
Cork, Blackrock and Passage (loan sanctioned £50,000, now in course of being issued.)	34,543 3 4	3,788 1 5	34,543 3 4	
	1,234,670 17 5	245,997 8 9	258,636 12 10	(i) The Treasury liability was redeemed in July, 1902, and the loan repaid with the funds thus provided.

NOTE.—The rate of Interest chargeable up to the 31st of June, 1902, was 4 per cent.; since that date 4 per cent. has been charged.

APPENDIX G.

The following is an ABSTRACT of LOANS made by the COMMISSIONERS of PUBLIC WORKS, showing the Amounts Remitted, and

No.	Acts under which Advances have been made.	PURPOSES FOR WHICH ADVANCED	No. of separate Loan Accounts on the March, 1900.	AMOUNTS TO BE REMITTED.		PRINCIPAL
				In the Year ended 31st March, 1900.	Total up to the 31st March, 1900.	In the Year ended
						Finished.
a.	b.	c.	d.	e.	f.	
I. Public Works Loans, 1 & 2 Wm. IV., c. 33, and 43 & 44 Vic., c. 37.						
CLASS I.—LOANS SECURED ON UNDERTAKINGS.						
1	1 & 2 Wm. IV., c. 33.	Local Boards—various works.	12	—	146,904 0 0	3,394 9 4
2	Do.	Inland Navigation.	3	—	134,207 6 3	514 15 0
3	Do.	Railways.	10	20,735 1 11	1,234,070 17 3	3,506 1 1
4	Do.	Quarries, Mines, &c.	19	9,000 0 0	62,077 18 0	1,041 11 1
5	Do.	Harbours, Docks, &c.	25	600 0 0	419,803 6 4	9,489 7 30
6	Do.	Reclamation of Waste Lands.	—	—	150,862 0 0	—
7	23 & 24 Vic., c. 44.	Labourers' Dwellings in Towns.	65	—	160,918 15 0	(A) 7,845 10 10
8	44 & 45 Vic., c. 15, and 50 & 51 Vic., c. 70.	Housing of the Working Classes. (See also Class 2, No. 17.)	92	429 0 0	240,734 0 0	(B) 30,317 2 5
			315	40,054 1 11	2,779,450 4 3	54,266 8 5
CLASS II.—LOANS SECURED ON RATES						
9	1 & 2 Wm. IV., c. 33, and 41 & 42 Vic., c. 54, sec. 4.	County Councils for Roads, Court Houses, &c.	87	12,457 0 0	334,202 9 6	4,725 11 4
10	Do.	Roads and Bridges.	4	—	206,577 0 4	4,943 12 3
11	40 & 41 Vic., c. 10, and 44 & 45 Vic., c. 19.	Public Buildings; Public Libraries; Reformatories, and Industrial Schools.	12	30 0 0	37,183 0 0	1,113 9 6
12	9 Vic., c. 2.	Fishery Piers and Harbours.	—	—	15,544 17 3	—
13	37 Geo. III., c. 84.	Public Works Loans.	1	—	491,444 10 0	—
14	16 & 17 Vic., c. 130.	Repairs of Fishery Piers and Harbours.	—	—	31,868 15 11	—
15	19 & 20 Vic., c. 62.	Maintenance of Navigation Works.	—	—	2,609 1 9	—
16	1 & 2 Geo. IV., c. 33, and 16 & 17 Vic., c. 100.	Lantern Asylum Buildings.	219	39,300 15 3	2,023,203 4 5	44,300 9 9
17	40 & 41 Vic., c. 72, and 43 & 44 Vic., c. 70.	Housing of the Working Classes. (See also Class 2, No. 17.)	79	32,829 16 3	241,706 10 3	7,845 2 5
18	34 & 35 Vic., c. 85.	Artisans' Dwellings.	1	—	81,000 0 0	100 4 10
19	37 & 38 Vic., c. 30; 41 & 42 Vic., c. 51.	Public Health.	1,062	228,442 11 0	3,198,775 5 0	78,940 7 8
20	43 & 44 Vic., c. 47.	Emigration.	3	—	11,339 3 10	122 3 7
21	46 & 47 Vic., c. 59; 49 & 50 Vic., c. 71.	Labourers' Aids.	256	264,367 10 0	2,294,111 12 5	46,583 19 0
22	43 & 44 Vic., c. 25.	Dispensary Houses.	304	4,110 0 0	164,156 10 1	2,337 10 9
23	41 & 42 Vic., c. 37, sec. 6.	Workhouse Buildings.	70	28,200 9 7	79,904 14 7	1,800 15 5
24	42 & 43 Vic., c. 44.	Acquisition of Small Dwellings.	6	10,787 15 0	10,929 10 0	205 4 3
			5,075	420,149 2 0	30,705,134 8 2	181,408 8 3
CLASS III.—LOANS SECURED ON LANDS.						
25	5 & 6 Vic., c. 69.	River Drainage and Navigation.	6	—	5,092,003 7 8	—
26	26 & 27 Vic., c. 83.	River Drainage.	3,373	1,830 0 0	437,167 4 9	14,684 19 10
27	29 & 30 Vic., c. 48.	River Drainage Maintenance.	326	3,632 8 9	55,506 19 7	129 19 7

(Continued on next page.)

(Continued on next page.)

If B—(c) In addition to the amounts of principal and interest received, a sum of £38 1s. 2d. was received in respect of Premium on loans paid off in advance.
 (D) In addition to the amounts of principal and interest received, a sum of £5 15s. 6d. was received in respect of Premium on loans paid off in advance.

Advances and Repayments in the Year, the Total Advances and Repayments to the 31st March, 1903, the Balances Outstanding.

Interest paid by Borrowers.			BALANCES Outstanding against Borrowers on 31st March, 1903.							No.
31st March, 1903.		Repaid.	Principal.			Interest.				
Total to 31st March, 1903.			In Arrears.							
Interest.	Principal.		Within 10 days of the day of the next General Election.	Other Arrears.	Not paid.					
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
1,148 30 7	144,606 10 4	84,166 3 4	—	—	—	41,318 6 5	—	—	1	
190 31 2	111,600 5 5	493,770 8 6	10,000 0 0	8,000 15 0	—	3,000 5 0	—	—	2	
5,802 39 0	911,409 7 11	504,415 10 0	764,325 10 6	38,000 0 0	123,601 10 2	50,000 17 6	74,546 19 3	—	3	
790 8 4	21,192 6 10	3,892 11 5	—	—	88 13 0	40,000 10 4	10 11 0	—	4	
830 6 8	205,487 10 10	301,696 10 0	83,832 9 4	—	17,000 0 0	112,355 1 1	3,326 10 10	—	5	
—	388 17 6	12,000 0 0	—	130,448 2 4	—	—	—	—	6	
5,303 7 1	124,000 5 3	112,420 10 10	1,802 10 10	1,071 11 0	166 10 5	22,072 2 1	101 5 6	—	7	
1,000 0 10	114,900 32 5	73,509 12 9	—	—	61 3 0	148,700 4 0	24 17 1	—	8	
27,044 35 8	1,284,548 2 4	1,367,445 10 5	1,06,221 4 10	178,785 9 3	141,871 11 7	612,502 10 7	77,077 7 6	—		
1,370 6 2	797,403 12 4	143,187 2 10	—	—	607 11 6	65,431 5 8	77 5 0	—	9	
618 0 1	140,314 32 0	184,776 17 9	6,821 11 11	—	109 12 1	7,431 3 4	8 6 11	—	10	
608 6 2	80,106 10 7	22,543 12 5	1,068 17 11	—	30 14 0	22,076 17 6	14 6 0	—	11	
—	23,544 17 8	6,000 10 7	—	—	—	—	—	—	12	
180 0 0	207,000 6 8	200,142 5 10	177,011 15 8	—	—	4,000 0 0	—	—	13	
—	21,324 1 0	1,628 2 11	344 14 3	—	—	—	—	—	14	
—	5,000 1 8	8 12 0	—	—	—	—	—	—	15	
25,610 6 11	1,509,469 4 5	894,882 10 4	12,142 0 0	—	—	1,523,280 2 0	—	—	16	
5,327 0 10	71,180 7 4	30,804 0 1	—	—	40 0 0	800,000 11 1	82 6 5	—	17	
278 7 2	74,000 12 3	38,790 18 4	—	—	—	8,000 6 10	—	—	18	
10,007 9 11	1,079,702 18 0	889,337 2 10	—	—	187 10 5	1,819,084 12 7	806 10 0	—	19	
20 14 5	11,000 0 0	5,549 12 11	—	—	—	600 3 7	—	—	20	
63,281 18 2	506,189 4 6	648,600 10 5	—	—	—	1,044,002 0 1	—	—	21	
5,319 18 8	55,000 5 1	80,221 9 10	—	—	—	120,019 18 6	—	—	22	
1,500 7 6	8,100 10 4	5,004 1 5	—	—	—	76,000 0 0	—	—	23	
100 10 3	208 8 5	100 10 3	—	—	—	15,000 11 9	—	—	24	
30,000 31 6	5,510,731 10 5	2,400,445 5 8	199,214 17 5	—	918 19 2	5,568,672 2 2	672 6 1	—		
—	87,647 1 8	728,166 4 8	1,007,562 0 7	—	22 19 11	—	2 6 10	—	25	
14,441 31 2	283,076 8 0	428,337 0 8	—	5,075 5 8	5,819 10 7	442,028 16 3	7,422 10 8	—	26	
100 0 10	45,574 0 5	18,854 6 11	100 0 0	—	881 12 2	8,000 10 1	115 3 0	—	27	

* Including £11,500 No. 26, repaid in the year per Act 1 Edw. 7, c. 21.

The following is an ABSTRACT of LOANS made by the COMMISSIONERS of PUBLIC WORKS, showing the Amounts repaid, &c.

No.	Acts under which Advances have been made.	PURPOSE FOR WHICH ADVANCED.	No. of open Loan Accounts on 31st March, 1903.	ADVANCED TO BORROWERS.		PAID OFF.
				In the Year ended 31st March, 1903.	Total up to the 31st March, 1903.	In the Year ended
						Following.
A.	B.	C.	D.	E.	F.	
CLASS III.—continued.						
26	10 Vic., c. 32, s. 42; 44 & 45 Vic., c. 45, sec. 19.	Improvement of Lanes—viz., Drainage, Erection of Farm Buildings and Farm Labourers' Dwellings, Fencing for Shelter.	5,525	27,330 0 0	4,426,242 8 10	61,098 1 4
29	20 Vic., c. 32, s. 15.	Local Improvement Preliminary Expenses.	1	1,200 0 0	72,560 0 0	1,404 11 1
30	46 & 47 Vic., c. 43, s. 31.	Land Law—Advances to Owners of Land for Improvement of their Holdings.	14,325	41,615 0 0	1,174,399 0 0	55,096 10 4
31	25 & 24 Vic., c. 46.	For Advances to Tenants for Purchase of their Farms, &c.	725	—	519,902 15 7	3,902 4 1
			20,576	69,577 5 9	5,171,501 15 0	119,504 11 3
CLASS IV.—MISCELLANEOUS LOANS.						
32	25 & 24 Vic., c. 115, &c.	Globe Loans.	1,325	3,854 6 8	430,665 10 8	32,941 2 7
33	25 Geo. III., c. 107; 3 Geo. IV., c. 79.	Building Schools.	1	—	16,195 5 7	21 11 1
34	61 & 62 Vic., c. 50.	Seed Supply.	2	—	76,622 7 9	427 8 8
35	26 & 25 Vic., c. 62.	National School Teachers' Residences.	299	3,868 8 0	251,437 15 0	4,434 10 1
36	47 & 46 Vic., c. 23.	Non-Vested Schools and Training Colleges.	127	4,543 0 0	103,632 10 8	1,713 4 11
			2,753	12,315 14 8	1,823,941 15 0	37,118 11 10
		Total Current and Unfixed Services.	30,598	763,967 4 4	32,876,457 10 7	379,321 15 9
		Add Total Fixed Services.	—	—	20,704,797 8 3	—
		Gross Total Loan Loans Fund.	30,598	763,967 4 4	53,581,255 4 10	379,321 15 9
II. Irish Church Fund Loans.						
CLASS II.—LOANS SECURED ON RATES.						
37	42 Vic., c. 41; 43 & 44 Vic., c. 14.	Public Health.	71	—	28,535 10 0	1,140 15 6
38	Do.	Sanitary Works.	—	—	271,168 16 10	—
39	Do.	Relief of Distress.	—	—	11,562 15 4	—
40	Do.	Relief of Distress Grants.	—	—	19,069 3 0	—
			71	—	340,775 17 2	1,140 15 6
CLASS III.—LOANS SECURED ON LANDS.						
41	Do.	Improvement of Lands.	1,677	—	923,519 12 5	29,777 2 8
42	Do.	Artificial Drainage.	35	—	6,126 3 0	64 1 1
			1,712	—	929,645 15 5	30,041 3 9
		Total Irish Church Fund Loans.	1,712	—	1,209,800 15 7	30,041 3 9
		Gross Total.	32,310	763,967 4 4	54,791,055 0 5	409,362 19 28

Office of Public Works, Dublin, 5th June, 1903.

Advances and Repayments in the Year, the Total Advances and Repayments to the 31st March, 1903, the Balances Outstanding—continued.

repaid and REPAID by Borrowers				BALANCES Outstanding against Borrowers on 31st March, 1903.					No.
31st March, 1902.				Principal			Interest.		
Interest.	Principal.	Interest.	Reimbursed.	In Arrears.		Not yet due.			
				Written off from the Arrears of the Local Loans Fund.	Other Arrears.				
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
51,628 19 7	4,427,717 18 8	1,354,757 15 8	—	14,328 1 10	14,328 1 10	8,138 5 39	—	33	
—	74,382 5 2	—	1,812 2 1	280 7 5	—	477 1 2	—	34	
18,860 5 11	180,358 11 4	337,847 54 8	—	13,874 5 0	12,976 12 6	171,389 18 2	4,282 15 3	35	
6,340 5 3	284,286 9 30	534,441 97 2	—	2,536 18 4	2,006 5 0	260,282 6 5	4,126 10 1	36	
17,318 14 0	5,640,489 7 8	5,758,993 4 2	1,200,750 8 8	25,125 14 6	37,322 10 1	5,867,890 5 7	34,126 11 2		
11,347 10 0	286,508 0 0	286,339 8 1	—	—	—	254,059 17 5	25 36 7	37	
9 15 33	9,673 12 11	126 5 4	280 15 4	—	—	49 17 4	—	38	
10 11 8	78,391 4 1	8,678 5 5	—	—	431 5 6	—	—	39	
4,800 10 11	49,000 18 0	78,654 4 8	—	—	20 16 4	174,661 5 30	15 2s 6	40	
3,838 14 6	17,356 6 5	24,139 18 1	—	—	—	86,693 6 9	—	41	
38,085 12 11	451,356 1 11	883,285 15 7	220 15 4	—	499 10 7	871,864 1 3	74 s 1		
26,000 16 5	13,025,568 2 4	7,000,350 19 10	1,500,637 6 3	—	—	—	—		
—	13,024,486 15 11	800,376 16 11	4,480,300 12 4	—	—	—	—		
104,880 16 5	96,038,749 18 0	6,368,423 18 0	9,348,837 18 7	204,111 6 1	179,808 15 5	6,677,795 8 0	102,540 4 6		
—	—	—	—	—	8,073,035 0 6	—	—		
130 10 6	24,112 4 8	5,486 11 2	—	—	—	34,439 5 4	—	37	
—	273,186 11 4	29,675 5 11	2 10 6	—	—	—	—	38	
—	11,243 16 4	621 17 11	—	—	—	—	—	39	
—	—	—	19,466 3 0	—	—	—	—	40	
130 10 6	288,575 8 4	26,715 15 1	18,004 5 6	—	—	34,422 5 4	—		
5,890 4 6	327,116 9 2	323,446 12 2	10,748 4 5	6,982 5 2	9,046 9 2	565,735 1 1	1,726 1 6	41	
19 14 3	4,612 10 0	253 6 3	712 9 1	—	15 37 11	895 4 0	5 3 7	42	
4,000 16 6	351,835 18 2	132,739 18 10	19,456 15 3	5,392 5 2	5,961 19 4	355,721 5 1	1,761 5 1		
4,106 10 5	1,038,209 1 6	1,351,883 15 11	23,532 10 6	5,792 9 3	9,261 18 4	1,761,143 16 3	1,761 5 1		
280,540 14 0	27,487,865 19 8	6,348,912 12 6	28,075,875 14 7	—	—	—	—		
						282,197 14 1	104,556 9 9		
						8,445,722 5 3	(5)		

* Including £20 4s. 6d. written off in the year, per Act 2, 1897, c. 25.

† Paid over to Irish Land Commission, 1897, including £1,000 10s. 10d. principal charge cancelled by redemption in 1898.

‡ The figures in this column do not include interest accrued and repaid in respect of loans which have been written off the Assets of the Local Loans Fund by the Public Works Loans Act, 1897, and attached to the interest on loans of money from the Irish Church Fund under Act 2, 1897, c. 25, as reported in arrears.

O. H. BRADSHAW, Accountant.

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APPENDIX H—

(H.)—ABSTRACT of the ACCOUNTS of the COMMISSIONERS of PUBLIC WORKS in IRELAND, showing the Total of

Amount to Account.	Page.	Header of Account.	Balance on 31st March, 1903.	Excheq.
H 1	62-71	Parliamentary Votes and Grants, viz.:— 1. Public Works and Buildings, Ireland, 2. Railways (Ireland) Act, 1893, 1899, and 1903, 3. Light Railways (Ireland), Act, 1890 (Non-Voted Account), 4. Railways Act, 1899 do., 5. Public Works Office, Ireland, 6. Adjustments affecting the Votes for 1901-1902,	£ s. d. 7,338 0 1	£ s. d. 471,682 12 7
H 2	72-73	Loans Advances,	37,961 5 6	720,000 6 0
H 3	74-75	Loans Repayments,	—	708,589 12 4
H 4	74-75	Land Improvement Preliminaries, 10 Vic., c. 20, sec. 18,	56 16 3	9,904 17 1
H 5	76-77	Sea Fisheries, Ireland, 45 & 47 Vic., c. 26,	8,412 3 0	2,430 6 4
H 6	76-81	Miscellaneous Services, viz.:— 1. Deposit Accounts, 1 & 2 Wm. IV., c. 25, sec. 2. Railway and other Arbitrations, 14 & 15 Vic., c. 70, 3. Arterial Drainage Deposits, 50 & 57 Vic., c. 88, &c., 4. Piers—Works, 5 Vic., c. 3, 5. Piers—Repairs, 14 & 17 Vic., c. 135, 6. Inland Navigation—Shannon, 7. Drainage Maintenance, 29 & 30 Vic., c. 45, 8. National Monuments, 32 & 33 Vic., c. 42, 9. Sea and Coast Fisheries Loan Fund, 47 & 48 Vic., c. 26, &c., 10. Limerick, 11. Galway Harbour Receiver's Account, 12. Southern Railway, 13. Letchmore Railway, 14. Sanitary Accounts,	13,791 2 7	33,318 0 0
		Total,	67,707 7 3	1,905,430 6 2
H 7	78-83	Statement of Final Awards under Arterial Drainage Act, 26 & 27 Vic., c. 88, with Repayments thereon, to the 31st March, 1903.		

ACCOUNTS.

Sums entrusted to their Management for Collection or Disbursement for Year ended 31st March, 1903.

Balance credited, 31st March, 1902.	Total.	Grants from Parliament 31st March, 1903.	Paid.	Balance on 31st March, 1903.	Total.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
—	479,019 12 8	—	472,036 0 6	7,011 12 2	479,019 12 8
—	787,961 5 6	—	782,067 6 6	58,894 1 2	787,961 5 6
—	708,589 11 6	—	708,589 11 6	—	708,589 11 6
336 13 5	2,928 6 9	—	2,928 6 9	—	2,928 6 9
—	11,062 8 6	—	6,257 6 2	4,805 2 4	11,062 8 6
—	47,108 2 7	—	33,108 5 1	13,999 17 6	47,108 2 7
326 13 5	2,036,747 7 6	—	1,866,035 14 4	80,710 13 2	2,036,747 7 6

O. H. BRADSHAW, Accountant.
K 2

AN ACCOUNT showing the Receipts and Expenditure of the Commissioners

(H 1.)—PARLIAMENTARY

RECEIPTS.		\$	c.	d.	\$	c.	d.	\$	c.	d.
Balance from last Account,		—	—	—	7,036	0	1			
PUBLIC WORKS AND BUILDINGS.—CLASS I. VOTE 13.										
Vote for the year 1902-1903,		—	—	—	321,172	4	0			
Carried forward,		—	—	—	328,208	4	1			

of PUBLIC WORKS, in the Year ended 31st March, 1903.

VOTES AND GRANTS.

EXPENDITURE.	£	s.	d.	£	s.	d.	£	s.	d.
Balances on Parliamentary Votes, 1901-1902, surrendered to H.M. Exchequer, viz. :-									
Public Works and Buildings,						713	10	6	
Railways, Ireland,						1,485	4	10	
Office of Public Works,						1,008	14	6	
									3,218 9 10
PUBLIC WORKS AND BUILDINGS—CLASS I. VOTE 13.—									
Practice of Sites and Buildings. Sub-Head A.—									
Casemated Stations,			55	0	0				
Department of Agriculture:—									
Royal College of Science,			4,371	6	1				
R. I. C. Barracks,			1,000	0	0				
R. I. Academy,			2,541	14	7				
Ancient Monuments,			70	0	0				
						12,038	0	8	
NEW WORKS AND ALTERATIONS. Sub-Head B. —									
Royal Hospital,			2,040	3	8				
Royal Hibernian Military School,			247	11	0				
Coastguard and Naval Reserve Buildings,			11,818	18	11				
Ordnance Survey Buildings,			3,191	14	9				
State Residences,			1,052	19	5				
Chief Secretary's Lodge,			150	15	8				
Chief Secretary's Office,			331	18	6				
Local Government Board,			264	16	0				
Department of Agriculture:—									
Head Office,			139	15	11				
Postal Inspection Office,			91	10	0				
Science and Art Museum,			1	3	8				
Botanic Gardens,			276	19	5				
High Court of Justice,			34	11	0				
Registry of Deeds,			37	12	0				
Record of Titles,			2	2	9				
Metropolitan Police Buildings,			1,179	18	5				
Constabulary do.			2,064	10	5				
Dundrum Criminal Lunatic Asylum,			68	0	9				
National Gallery,			5,311	7	0				
National Education Buildings:—									
National Schools,	£33,380	2	5						
Model Schools,	213	11	3						
Teachers' Residences,	10	0	0						
						33,603	13	8	
Queen's College,			426	2	7				
Island Revenue,			387	17	9				
Postal and Telegraph Buildings,			18,082	18	5				
Phoenix Park,			213	19	9				
Kingsdown Harbour,			43	7	6				
Dunmore,			102	2	9				
						61,356	9	7	
Carried forward,						95,394	10	3	3,218 9 10

AN ACCOUNT showing the RECEIPTS and EXPENDITURE of the COMMISSIONERS

(H 1.)—PARLIAMENTARY

RECEIPTS—continued.

	<i>£</i>	<i>s.</i>	<i>d.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>
Brought forward,	—			—			219,738	0	1
PUBLIC WORKS AND BUILDINGS—continued,									
Carried forward	—			—			219,738	0	1

PUBLIC WORKS in the Year ended 31st March, 1903—continued.

VOTES AND GRANTS—continued.

EXPENDITURE—continued.

	Electronics and Supplies.	Electricity, Gas, and Water.	Heat and Drying.	Fuel, Light, Water, Gas, and Ice.	Totals.	Less Appropriations in A.D.	Net Charge against the Vote.	Sub-Votes 2 to 6.	Sub-Votes 7 and 8.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward,	—	—	—	—	—	—	—	93,394 10 3	3,218 9 10
PUBLIC WORKS AND BUILDINGS—cont.									
1. Royal Hospital,	5,005 4 12	307 6 31	—	504 12 9	4,816 4 7	15 3 4	4,801 1 3	1	1
2. Royal Victoria Military School,	4,806 7 9	750 14 1	—	1,108 12 9	4,455 15 1	24 12 4	4,431 3 1	2	2
3. Naval Reserve Buildings,	814 5 7	9 14 0	—	—	305 0 9	6 9 10	307 15 2	3	3
4. Hospital Buildings,	1,003 9 6	335 14 4	—	9 1 7	7,277 4 14	107 4 3	7,170 0 4	4	4
5. General Survey Buildings,	1,744 5 1	404 12 8	663 19 7	663 19 7	3,415 12 9	67 14 5	3,348 18 2	5	5
6. Dublin Castle, State Library,	1,231 9 10	511 18 0	47 19 3	471 8 10	2,261 6 19	19 14 11	2,242 12 12	6	6
7. General Lodge, Gardens,	4,050 4 17	747 19 0	—	505 5 0	4,802 6 4	23 14 2	4,779 14 1	7	7
8. Private Secretary's Lodge,	339 15 0	43 8 2	—	47 4 4	390 3 0	—	390 3 0	8	8
9. Royal Secretary's Lodge,	1,100 9 1	505 5 3	—	65 5 0	1,670 9 10	9 3 3	1,661 6 7	9	9
10. Royal Secretary's Lodge and Reception Office,	1,345 2 7	65 37 0	—	35 6 0	1,445 9 9	4 0 0	1,441 9 9	10	10
11. Chief Secretary's Office and Reception Office,	300 9 4	344 45 5	9 12 8	231 10 9	685 10 11	130 0 0	555 10 11	11	11
12. Civil Service Commission,	41 19 30	19 12 4	106 9 0	50 15 3	207 18 5	—	207 18 5	12	12
13. Paymaster-General's Office,	36 19 30	15 1 7	—	37 10 9	129 42 1	—	129 42 1	13	13
14. Secretary-General's Office,	2 11 3	12 0 0	—	56 10 2	45 9 11	—	44 8 11	14	14
15. Secretary's Office,	137 4 11	15 10 8	136 20 0	91 5 0	474 5 0	2 1 0	472 4 0	15	15
16. Royal Bank Office,	46 2 20	5 7 0	500 15 4	58 15 9	500 15 10	—	500 15 10	16	16
17. Charitable Bequests Office,	76 5 4	5 39 0	90 0 0	50 1 9	205 5 0	—	205 5 0	17	17
18. Newcastle Marina and Head of Trade Survey,	134 11 1	22 14 7	329 17 12	132 17 0	595 1 7	—	595 1 7	18	18
19. Local Government Board,	255 15 5	505 5 0	—	359 35 2	750 15 7	29 14 6	721 0 7	19	19
20. Office of Public Works,	305 4 3	796 1 3	2 7 4	159 42 9	745 1 1	55 16 30	689 14 11	20	20
21. Board Rooms and Office,	184 9 9	48 9 5	—	115 4 9	308 3 0	9 16 0	299 1 0	21	21
22. General Register and Census Office,	361 3 1	40 0 8	30 0 0	150 0 0	501 3 9	—	501 3 9	22	22
23. General Survey and Valuation Office,	339 9 9	57 30 0	300 0 0	112 4 11	509 17 0	0 1 0	509 16 0	23	23
DEPARTMENT OF AGRICULTURE—									
24. Seed Office,	480 0 4	552 15 10	37 39 0	390 9 8	1,360 18 4	—	1,360 18 4	24	24
25. Poultry Inspection Office,	32 8 3	71 9 5	300 0 0	28 0 4	330 9 2	3 16 0	327 8 2	25	25
26. Royal College of Veterinary Surgeons,	61 11 5	159 7 8	262 0 0	244 10 11	1,267 19 7	88 16 4	1,179 3 3	26	26
27. Museum, School of Agriculture,	2,397 15 10	265 4 11	40 10 10	3,074 4 11	4,144 0 0	125 11 4	3,998 8 9	27	27
28. Botanical Gardens,	1,067 8 0	38 37 3	377 9 10	439 8 10	1,892 10 3	5 5 0	1,887 4 8	28	28
29. General Provisions—Quarantine for Wines,	30 12 1	2 1 11	75 0 0	13 0 0	117 4 9	—	117 4 9	29	29
30. Irish Court of Justice,	1,512 8 8	406 14 5	—	615 10 1	2,534 29 0	178 9 9	2,355 19 0	30	30
31. Registry of Deeds,	511 8 0	50 27 1	—	80 8 0	642 5 3	8 1 0	634 4 3	31	31
32. Record of Titles and Land Registration,	114 0 2	86 14 4	—	48 6 1	248 0 7	—	248 0 7	32	32
33. District Probate Office,	625 30 2	65 10 8	107 19 11	307 37 8	1,112 10 10	5 0 0	1,107 10 10	33	33
34. Local Government Court and Office,	687 7 12	175 6 1	5 9 8	339 14 10	1,081 11 10	—	1,081 11 10	34	34
35. Metropolitan Police Court and Office in Dublin Castle,	391 4 8	37 15 0	45 9 0	123 20 1	400 1 6	—	400 1 6	35	35
36. Metropolitan Police Court,	9,086 8 1	931 5 0	1,517 4 5	2,162 8 1	13,701 5 1	25 7 7	13,675 7 4	36	36
37. Royal Irish Constabulary,	1,405 6 0	35 11 9	—	1,320 5 9	3,061 3 4	8 9 8	3,052 4 6	37	37
38. Royal Irish Constabulary,	117 1 1	67 17 9	—	121 4 1	305 2 7	—	305 2 7	38	38
39. Constabulary Barracks,	4,081 5 5	358 18 9	—	6 2 2	4,445 19 3	0 9 0	4,444 10 3	39	39
(continued.)									
Unsettled forward,	—	—	—	—	—	—	—	93,394 10 3	3,218 9 10

AN ACCOUNT showing the RECEIPTS and EXPENDITURE of the COMMISSIONERS

(H. 1.)—PARLIAMENTARY

RECEIPTS—continued.

Brought forward,

£ s. d.

£ s. d.

£ s. d.

229,708 0 1

I. PUBLIC WORKS AND BUILDINGS—continued.

PARTICULARS OF RECEIPTS. (ANTICIPATIONS IN AID.) Shown on the other side :—

Buildings:—The sums received were mostly for Rents,

Parks:—Phoenix Park :—

Rents,

Sales of Deer,

Sales of Timber and Old Materials,

St. Stephen's Green :—

Sales of Wild Fowl,

Sales of Old Materials,

Carrage of Kildare :—

Rents,

Harbours:—Kingstown :—

Dues,

Rents,

Water supplied to Shipping,

Hire of Plant,

Sale of Plant and Old Materials,

Boat Licences,

Yacht Slip—Use of, and Storage of Yachts,

Howth :—

Dues,

Rents,

Sales, &c.,

Dunaghybeg :—

Rents,

Sales, &c.,

Ardara :—

Dues,

Rents,

Sales, &c.,

Dunmore :—

Dues,

Rents,

Navigations:—Malaga :—

Dues,

—

4,344 13 3

752 12 4

62 17 3

71 19 2

22 10 10

3 0 0

—

27 10 10

—

0 1 0

989 2 10

352 5 11

85 13 0

97 8 9

62 10 0

3 0 0

82 19 10

1,682 5 4

97 11 0

267 2 11

—

264 13 11

10 19 0

—

10 19 0

75 19

8 16 0

—

84 15 9

22 8 5

22 7 6

120 15 11

—

3 4 0

7,426 8 2

Carried forward,

—

—

229,708 0 1

Public Works in the Year ended 31st March, 1903—continued.

VOTES AND GRANTS—continued.

EXPENDITURE—continued.

	Maintenance and Repairs.	Particulars Furnishings and Ornaments.	Plant and Furniture.	Plant, Light, &c. and Decorations.	Totals.	Less Appropriations in A/c.	Net Charge on Public Works (C to D).		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward,	—	—	—	—	—	—	—	92,394 10 3	3,318 9 10
								(A and B)	
PUBLIC WORKS AND BUILDINGS—cont.									
1. Civilian Temporary Residence.	3,373 2 2	18 35 1	18 0 0	1 15 0	3,400 12 3	14 18 13	3,385 0 0	86	
2. Civilian Prison Office.	30 0 0	36 25 4	—	62 17 6	128 15 0	—	128 15 0	0	51
3. Temporary and Indus- trial Schools Office.	26 22 0	7 7 0	—	16 35 2	40 12 12	—	40 12 12	0	42
4. Dublin Criminal Law Office.	1,990 33 0	263 15 0	40 18 4	1,334 10 3	3,598 6 0	30 22 0	3,567 14 0	0	62
5. Dublin City Office.	52 14 1	14 18 2	80 0 0	45 36 0	182 7 0	0 0 0	182 7 0	0	44
6. N. Criminal Office and Magistrate's National Edu- cation Department.	853 3 7	174 13 0	—	422 10 0	1,450 6 0	0 0 0	1,450 6 0	0	45
7. National Schools.	1,237 18 0	260 12 7	—	1,746 3 8	4,080 18 00	—	4,080 18 00	0	45
8. National Schools.	3,076 11 4	799 13 0	—	—	4,230 6 0	30 0 0	4,200 6 0	0	47
9. National Buildings.	170 10 0	—	—	—	170 10 0	—	170 10 0	0	48
10. National Buildings at Dro- gheda.	562 0 0	57 37 6	—	126 13 13	745 50 0	—	745 50 0	0	49
11. Queen's College Cork.	617 31 0	115 12 4	53 9 30	3 4 4	1,209 0 0	25 0 4	1,183 15 16	0	50
12. — Retford.	308 1 11	119 12 7	—	8 3 5	436 17 13	3 0 0	433 14 13	0	51
13. — Galway.	625 35 9	114 7 7	—	—	740 3 6	—	740 3 6	0	52
14. Royal Dock Academy.	110 0 0	20 10 7	258 12 8	7 1 0	375 14 4	—	375 14 4	0	53
15. Queen's Buildings.	1,541 8 4	154 1 0	3,000 10 0	336 10 11	5,032 9 5	1,000 10 10	4,032 9 5	0	54
16. Royal Dock Buildings.	120 2 11	225 7 0	2,225 0 11	600 10 0	4,170 12 0	240 4 10	3,930 7 10	0	55
17. Royal Dock Buildings.	1,109 4 10	1,100 3 11	—	102 17 1	2,311 5 0	710 3 0	1,601 2 0	0	56
18. Telegraph Buildings.	1,100 10 7	630 0 0	—	110 11 0	1,840 11 0	244 12 0	1,596 11 0	0	57
19. Royal Dock Buildings.	—	—	—	0 0 0	0 0 0	—	0 0 0	0	58
20. Commercial District Board.	40 0 0	—	—	—	40 0 0	—	40 0 0	0	59
21. Commercial District Board.	—	0 0 0	7 10 0	22 5 10	30 0 0	—	30 0 0	0	60
22. District of Mountains Pro- tection.	207 1 5	1 11 0	—	—	208 26 5	—	208 26 5	0	61
23. Royal University.	1,800 10 0	—	—	—	1,800 10 0	0 12 0	1,799 8 0	0	62
24. Royal University.	1,795 15 0	0 0 0	—	200 0 0	2,000 15 0	307 8 0	1,692 7 0	0	63
25. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	64
26. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	65
27. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	66
28. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	67
29. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	68
30. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	69
31. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	70
32. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	71
33. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	72
34. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	73
35. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	74
36. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	75
37. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	76
38. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	77
39. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	78
40. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	79
41. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	80
42. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	81
43. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	82
44. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	83
45. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	84
46. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	85
47. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	86
48. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	87
49. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	88
50. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	89
51. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	90
52. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	91
53. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	92
54. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	93
55. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	94
56. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	95
57. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	96
58. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	97
59. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	98
60. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	99
61. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	100
62. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	101
63. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	102
64. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	103
65. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	104
66. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	105
67. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	106
68. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	107
69. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	108
70. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	109
71. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	110
72. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	111
73. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	112
74. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	113
75. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	114
76. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	115
77. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	116
78. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	117
79. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	118
80. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	119
81. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	120
82. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	121
83. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	122
84. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	123
85. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	124
86. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	125
87. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	126
88. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	127
89. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	128
90. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	129
91. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	130
92. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	131
93. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	132
94. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	133
95. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	134
96. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	135
97. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	136
98. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	137
99. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	138
100. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	139
101. University of Galway.	1,584 0 0	12 10 0	—	20 18 0	1,636 18 0	27 13 10	1,609 4 0	0	140
102. University of Galway.	1,584								

AN ACCOUNT showing the RECEIPTS and EXPENDITURE of the COMMISSIONER.

(H 1.)—PARLIAMENTARY

RECEIPTS—continued.		£	s.	d.	£	s.	d.	£	s.	d.
Brought forward,		—	—	—	—	—	—	229,708	0	1
1. PUBLIC WORKS AND BUILDINGS—continued.										
2. RAILWAYS (IRELAND) ACTS, 1853, 1859, AND 1893:—										
(a), (b), (c), (d) and (e) Vote.—Class I. No. 14.		—	—	—	—	—	—	125,802	0	0
3. LIGHT RAILWAYS (IRELAND) ACTS, 1859 AND 1893 (Non-voted Account):—										
Received from H. M. Exchequer to meet Expenditure in excess of Funds provided under the Acts.		—	—	—	—	—	—	5,987	16	0
Carried forward,		—	—	—	—	—	—	360,777	16	1

PUBLIC WORKS in the Year ended 31st March, 1903.

VOTES AND GRANTS—continued.

EXPENDITURE—continued.		£	s.	d.	£	s.	d.	£	s.	d.
Brought forward.		—	—	—	216,970	3	0	3,218	9	10
1. PUBLIC BUILDINGS—continued.										
Drainage Works—River Shannon, Sub-Head II.,		290	11	4						
Less—Appropriations in Aid (Sale of Rails),		290	0	0				40	11	4
Compensation—St. Stephen's Green Park, Sub-Head I.,		—	—	—	1,500	0	0	218,110	14	2
2. RAILWAYS, IRELAND.—										
Vote.—Class I. No. 14.										
(a) Repayments to County Councils under Tramways and Public Companies Act, 1883.										
County.	Railway.									
Cavan.	Cavan and Leitrim.	—	—	—	793	0	1			
Clare.	South Clare.	—	—	—	2,400	0	0			
"	West Clare.	—	—	—	2,897	10	0			
Cork.	Cork and Muskerry.	—	—	—	1,350	16	8			
"	Donoughmore Extension.	—	—	—	600	0	0			
"	Schull and Skibbereen.	—	—	—	1,140	0	0			
"	Timoleague and Courtmacsherry.	—	—	—	700	0	0			
Donegal.	Donegal and Killybegs.	—	—	—	10	0	0			
"	Stranorlar and Glenties.	—	—	—	—	—	—			
Dublin.	Dublin and Blessington.	—	—	—	201	13	0			
Fermanagh.	Clogher Valley.	—	—	—	407	9	7			
Galway.	Loughrea and Atdynon.	—	—	—	882	15	6			
Kerry.	Headford and Kenmare.	—	—	—	1,200	0	0			
"	Killorglin and Valentia.	—	—	—	1,520	0	0			
Leitrim.	Cavan and Leitrim.	—	—	—	2,263	4	0			
Mayo.	Claremorris and Swinford.	—	—	—	400	0	0			
"	Ballinrobe and Claremorris.	—	—	—	1,323	8	2			
"	Athlone and Tulla (Extension to Claremorris).	—	—	—	920	0	8			
Sligo.	Collooney and Swinford.	—	—	—	467	18	3			
Tyrone.	Clogher Valley.	—	—	—	2,037	7	8			
Wicklow.	Dublin and Blessington.	—	—	—	270	17	11			
					23,181	0	8			
(b) Stranorlar and Glenties Railway.—balance of Expenditure under Act of 1883.		—	—	—	5,267	15	8			
(c) Instalments of Annuities in repayment of Advances by National Debt Commissioners (£342,600), under Railway Acts, 1889 and 1893.		—	—	—	65,997	7	0			
(d) Do. do. (£115,333) under Tramways Act, 1893.		—	—	—	13,086	4	0			
(e) Do. do. (£329,600) under Railways Act, 1896.		—	—	—	18,623	16	6			
Carried forward.		—	—	—				125,356	4	5
								346,685	9	0

AN ACCOUNT SHOWING THE RECEIPTS AND EXPENDITURE OF THE COMMISSIONERS

(H 1).—PARLIAMENTARY

RECEIPTS—continued.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward	—	—	—	—	—	—	360,777	16	7
4. RAILWAYS ACT, 1894 (Non-voted Account):—									
Received from National Debt Commissioners,	—	—	—	80,000	0	0			
“ in respect of Traffic Receipts.	—	—	—	1,810	17	9			
							81,810	17	9
5. OFFICE OF PUBLIC WORKS. CLASS II. VOTE No. 38:—									
Voted	—	—	—	—	—	—	36,327	0	0
6. ADJUSTMENTS AFFECTING THE VOTES FOR 1901-2.									
PUBLIC WORKS AND BUILDINGS.									
SUNDRY BUILDINGS:—									
Purchase of Sites,	—	—	—	15	13	8			
New Works,	—	—	—	50	9	7			
Maintenance,	—	—	—	65	12	1			
Furniture,	—	—	—	—	—	—			
Fuel,	—	—	—	0	3	0			
Phoenix Park National School,	—	—	—	—	—	—			
							191	17	4
OFFICE OF PUBLIC WORKS:—									
Salaries,	—	—	—	0	10	2			
Travelling Expenses,	—	—	—	0	7	4			
Land Improvement, &c., Londis,	—	—	—	0	3	6			
Appropriations in Aid,	—	—	—	1	0	0			
							2	1	0
							479,019	12	8

* This account is repayable by amounts which are chargeable on Parliamentary Votes.

Office of Public Works, Dublin, 1st May, 1903.

of Public Works in the Year ended 31st March, 1903.

VOTES AND GRANTS—continued.

EXPENDITURE—continued.		£	s.	d.	£	s.	d.	£	s.	d.
Brought forward,		—	—	—	—	—	—	346,885	9	0
4. RAILWAYS ACT, 1895. (Non-voted Account) —										
RAILWAYS:—										
Brimstone and Carrington,		—			8,734	12	11			
Lislickeney and Birtown,		—			77,642	2	5			
COACH AND STEAMER SERVICES:—										
Kilbake and Droghda—Subsidy to Shannon Develop-										
ment Company,		1,000	0	0						
Listowel and Tarbert Coach,		742	14	7						
Turbot and Killybeg Steamer,		897	9	7						
Ennistymon and Ballyvaughan Coach,		315	9	2						
Boskey and Deemod Coach,		83	14	0						
Sligo and Belmullet Steamer,		4,495	15	1						
Marine Works Charges,		320	11	4						
					7,559	13	9			
GENERAL CHARGES,		—			1,143	8	5			
								85,973	17	4
5. OFFICE OF PUBLIC WORKS. CLASS II. VOTE No. 38:—										
Salaries,		—			26,908	3	2			
Travelling Expenses,		—			2,776	18	3			
Incidental do.,		—			305	13	11			
Land Improvement Act and Land Law Act, 1881, Loans										
Expenses,		—			8,707	16	10			
					38,696	12	3			
Less Appropriations in Aid,		—			3,412	11	4			
Net Charge against the Vote,		—			—			35,286	0	10
6. ALLOCATIONS AFFECTING THE VOTES FOR 1901-1902.										
PUBLIC WORKS AND BUILDINGS.										
SEWER BUILDINGS:—										
New Works,		—			29	0	6			
Maintenance,		—			4	8	3			
Furniture,		—			14	0	7			
Fuel,		—			1	12	2			
Phoenix Park National School,		—			0	10	7			
								49	12	1
OFFICE OF PUBLIC WORKS:—										
Salaries,		—			—			13	1	1
								472,908	0	6
Balance—Cash,		—			8,960	12	2			
Imprints,		—			351	0	0			
Grants withdrawn from the Exchequer,		—			3,000	0	0			
								7,011	12	2
								479,919	12	8

O. H. BRADGELL, Accountant.

(H 2).—AN ACCOUNT showing the RECEIPTS and EXPENDITURE of the COMMISSIONERS.

PUBLIC WORKS LOANS.

[illegible]

Office of Public Works, Dublin, 1st May, 1903.

of PUBLIC WORKS in the Year ended 31st March, 1903.

ADVANCES.

	£	s.	d.	£	s.	d.
By Public Works Loans,						
Amount advanced on Loans, viz.:						
County Councils,	13,497	8	0			
Railways,	50,735	1	11			
Harbours, Docks, &c.,	600	0	0			
Quarries, Mines, &c.,	9,000	0	0			
Housing of the Working Classes,	33,558	10	3			
Globe Loans, 33 & 34 Vic., c. 112,	5,854	6	6			
Public Health, 37 & 38 Vic., c. 93,	250,441	11	0			
Public Buildings, &c.,	30	0	0			
River Drainage Maintenance, 26 & 27 Vic., c. 48, &c.,	3,002	5	9			
River Drainage, 26 & 27 Vic., c. 88, &c.,	1,930	0	0			
Land Improvement Preliminaries,	1,900	0	0			
Lunatic Asylum Buildings, 1 & 2 Geo. IV., c. 32,	50,900	18	2			
Labourers' Aids,	251,347	10	6			
Land Improvement, 10 Vic., c. 31, &c.,	37,330	0	0			
National School Teachers' Residences,	5,868	8	0			
Dispensary Houses,	4,115	0	0			
Workhouse Buildings, &c.,	25,500	6	7			
Acquisition of Small Dwellings,	10,707	18	0			
Non-Vested Schools and Training Colleges,	4,543	0	0			
Land Law, 44 & 45 Vic., c. 49, s. 21,	41,615	0	0			
				763,067	4	4
Balance unissued,	—			24,494	1	2
				787,561	5	6

O. H. BRANDELL, Accountant

(H 3).—An ACCOUNT showing the RECEIPTS and EXPENDITURE of the COMMISSIONERS.

PUBLIC WORKS LOANS

	Repayments (Principal and Interest).	Total.
	£ s. d.	£ s. d.
To Public Works Loans:—		
Amounts received in repayment of:—		
County Councils,	5,950 18 6	
Local Boards,	3,782 19 11	
Roads and Bridges,	3,357 12 6	
Inland Navigations,	681 6 10	
Public Buildings,	2,608 8 8	
Railways,	10,698 18 9	
Quarries, Mines, and Miscellaneous,	2,622 6 6	
Harbours, Docks, &c.,	18,798 14 6	
Labourers' Dwellings in Towns,	9,764 17 11	
Artisans' Dwellings,	827 12 1	
Housing of the Working Classes,	36,865 8 4	
Globe Loans,	31,388 13 7	
Public Health,	123,045 17 7	
River Drainage Maintenance, 29 & 30 Vic., c. 43, &c.,	683 6 5	
River Drainage, 26 & 27 Vic., c. 88,	33,226 11 0	
Loans per Act 37 Geo. III., c. 34,	180 0 0	
Land Improvement Preliminary Expenses,	1,404 17 1	
Lunatic Asylum Buildings,	84,612 11 8	
Building Schools,	24 14 0	
Seed Supply, 1890,	NIL	
" 1891,	NIL	
" 1892,	516 18 5	
Emigration,	175 18 0	
Labourers Acts,	103,033 12 3	
Land Improvement Loans,	93,310 0 11	
National School Teachers' Residences,	10,487 18 4	
Dispensary Houses,	6,386 19 2	
Workhouse Buildings,	3,477 19 11	
Acquisition of Small Dwellings,	532 2 6	
Non-Vested Schools and Training Colleges,	4,590 8 5	
Land Law, 44 & 45 Vic., c. 49, s. 31,	70,916 4 11	
Land Act Loans, 33 & 34 Vic., c. 46,	14,548 7 13	
		673,425 16 0
Local Loans Fund Premium Account,	—	34 18 2
To Church Fund Loans:—		
Land Improvement,	33,770 7 3	
Sanitary,	1,293 14 9	
Artesian Drainage,	76 15 4	
		35,140 17 6
		708,599 11 6

Office of Public Works, Dublin, 1st May, 1908.

(H. 4.)—LAND IMPROVEMENT

	£	s.	d.	£	s.	d.
BALANCE FROM LAST ACCOUNT,	—	—	—	26	16	8
Amount received from Proprietors in Repayment of Preliminary Expenses,	—	—	—	1,404	17	1
" " " Loans Advanced,	—	—	—	1,900	0	0
BALANCE,	—	—	—	336	13	9
				1,900	4	9

Office of Public Works Dublin, 1st May, 1903.

PUBLIC WORKS in the Year ended 31st March, 1903.

REPAYMENTS.

	£	s	d.	£	s	d.
By amount transferred to National Debt Commissioners,	—	—	—	673,435	16	0
Docto,	—	—	—	34	18	2
By amount transferred to Irish Land Commissioners,	—	—	—	35,140	17	4
				708,599	11	6

O. H. BRADSHAW, Accountant.

PRELIMINARIES, 1902-1903.

EXPENDITURE	£	s	d.	£	s	d.
Amount paid for Preliminary Investigations, Advertising, Stationery, &c.,	—	—	—	1,593	9	8
Amount transferred to Loans Repayments,	—	—	—	1,404	17	1
				2,998	6	9

O. H. BRADSHAW, Accountant.

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(H 5).—SEA FISHERIES

AN ACCOUNT showing the RECEIPTS and EXPENDITURE by the COMMISSIONERS of PUBLIC WORKS

RECEIPTS.	£	s.	d.	£	s.	d.
Balance from last Account,	—	—	—	8,412	3	6
Contributions received towards cost of works, viz. :—						
Congested Districts Board for Kilbrann Pier,	1,000	0	0			
Galway County Council—Spiddal Pier,	300	0	0			
Amounts received in repayment of Loan—				1,300	0	0
Carrigaholt Harbour,	296	11	4			
Kilmere Harbour,	107	3	1			
Ballyshubert Pier,	129	13	6			
Clogher Head Breakwater,	535	17	10			
Seafield Pier,	109	6	0			
Greystones Pier,	171	13	9			
				1,380	0	0
				11,092	3	6

Office of Public Works, Dublin, 1st May, 1903.

(H 6).—AN ACCOUNT showing the RECEIPTS and EXPENDITURE by the COMMISSIONERS

MISCELLANEOUS

RECEIPTS.	£	s.	d.	£	s.	d.	£	s.	d.
To Balance from last Account,	—	—	—	—	—	—	13,791	2	7
1. DEPOSITS FOR PARLIAMENTARY EXPENSES OF LOANS, &c. :—									
Received,	—	—	—	—	—	—	1,210	17	4
2. RAILWAY AND OTHER ARBITRATION EXPENSES, 14 & 15 Vic., c. 70 :—									
Received from Railway Companies and others, to meet Expenses of Arbitrations,	—	—	—	—	—	—	571	0	0
3. ARTERIAL DRAINAGE DEPOSITS, 26 & 27 Vic., c. 68, &c. :—									
Received from Drainage Boards on Account of Preliminary and other Expenses,	—	—	—	—	—	—	35	0	0
4. PIERS—WORKS—9 Vic. c. 3 :—									
Received,	—	—	—	—	—	—	—		
5. PIERS—REPAIRS—16 & 17 Vic., c. 196 :—									
Received,	—	—	—	—	—	—	—		
5A. TRESHAM PIERS REPAIRS :—									
Contribution from Congested Districts Board,	—	—	—	—	—	—	565	4	0
Carried forward,	—	—	—	—	—	—	15,270	13	11

(IRELAND) COMMISSION.

IRELAND, during the Year ended 31st March, 1903, pursuant to Act 46 & 47 Victoria, cap. 26.

EXPENDITURE.						£	s.	d.	£	s.	d.
Expenses of Engineering Staff,						—			516	8	10
Fees—Works—											
Portlaoine,						1,078	8	7			
Portlaoine,						2,300	14	11			
Kilmore,						1,538	8	5			
Spiddal,						825	5	5			
									5,740	17	4
									5,257	6	2
Salaries,						—			4,805	2	4
									11,062	8	6

O. H. BRADSHAW, Accountant.

of PUBLIC WORKS, IRELAND, during the Year ended 31st March, 1903.
SERVICES.

EXPENDITURE.		£	s.	d.	£	s.	d.	£	s.	d.
1. DEPOSITS FOR PRELIMINARY EXPENSES OF LOANS, &c. :—										
Paid,		—			—			1,098	9	1
2. RAILWAY AND OTHER ARBITRATION EXPENSES, 14 & 15 Vic., c. 70 :—										
Paid to Arbitrators, &c.,		—			—			455	1	4
3. ARTERIAL DRAINAGE DEPOSITS, 26 & 27 Vic., c. 88, &c. :—										
Paid on account of Fees, &c.,		—			—			—		
4. FEES—WORKS—9 Vic., c. 3 —					—			—		
5. FEES—REPAIRS—16 & 17 Vic., c. 136 :—					—			—		
6. TOWN FIER REPAIRS :—										
Expended,		—			626	19	7			
Refunded to Congested Districts Board,		—			25	4	5			
								602	4	0
Carried forward,		—			—			2,210	14	5
								M 2		

(H 6).—AN ACCOUNT showing the RECEIPTS and EXPENDITURE of the COMMISSIONERS

MISCELLANEOUS

RECEIPTS.—continued.		£	s.	d.	£	s.	d.	£	s.	d.
Brought forward,		—			—			16,250 12 11		
6. INLAND NAVIGATION.—										
Shannon River:—										
Boats,		—			2,681 11 8					
Tolls,		3,943 6 10								
Less rebate allowed to Grand Canal Company (year),		190 8 5			2,872 18 8					
Sundries:—										
Sales,		10 0 0								
Law Costs Recovered,		1 15 0								
Hire of Dredges,		42 2 1								
Cost of repairing Damages,		5 6 10								
Contribution to Cost of Construction of New Bridge at Killesnoe,		50 0 0			109 3 11			3,663 14 1		
7. ARTERIAL DRAINAGE MAINTENANCE WORKS:—										
Kilward District:—										
Received (Instalment on Account of Loan), net amount,		—			232 19 11					
Do. Sundries,		—			1 15 6					
Salween Lough District:—								234 15 1		
Received (Instalment on Account of Loan),		—			—			1 10 0		
Upper Gully District:—										
Received Instalments on Account of Loan,		—			417 15 16					
Do. Sundries,		—			1 19 9			419 35 7		
8. NATIONAL MONUMENTS, 32 & 33 Vic., & 42, and 55 & 56 Vic., & 46:—										
Sale of Stock,		—								
Dividends on Stock, &c.,		—			933 6 8			933 6 8		
Carried forward,		—			—			23,523 14 8		

(H &.)—AN ACCOUNT showing the RECEIPTS and EXPENDITURE of the COMMISSIONER
MISCELLANEOUS

RECEIPTS—continued.		£	s.	d.	£	s.	d.	£	s.	d.
Brought forward,		—	—	—	—	—	—	23,833	14	6
9. SEA AND COAST FISHERIES FUND, 47 & 48 Vic., c. 51, and 54 & 55 Vic., c. 48.—Non-constituted Districts.—										
Dividends,		—	—	—	385	0	0			
Sale of Stock,		—	—	—	—	—	—			
Repayments of Loans,		—	—	—	2,346	3	3			
10. LIVEN HALL, 41 Vic., c. 1:—								2,741	3	3
Rents, &c., received,		—	—	—	—	—	—	461	12	5
11. GALWAY HARBOUR REVENUE ACCOUNT:—										
Dues, &c.,		—	—	—	2,963	14	11			
Sale of Ovens,		—	—	—	7	18	0	3,591	12	11
12. SOUTHERN RAILWAY:—										
Revenue, after deduction of Working Company's charge, and Telegraph Rent, for year ended 31st December, 1902,		—	—	—	4,338	18	10			
Amount received for payment of Barrowal Guaranteed Dividends,		—	—	—	3,145	0	0	7,483	18	10
13. LUTHERKENNY RAILWAY:—										
Revenue (after deduction of Working Company's charge), for period 1st October, 1901—30th September, 1902,		—	—	—	—	—	—	2,304	12	5
14. SUNDRY ACCOUNTS:—										
Outrigger of Killmore—Balls,		—	—	—	99	5	3			
Land Commission (Chapel Property Department),		—	—	—	260	0	0			
Chief Secretary's Gardens,		—	—	—	477	13	1			
Board of Admiralty,		—	—	—	46	19	3			
Island Bridge Waterworks,		—	—	—	19	11	6			
Loans Insurance,		—	—	—	1,025	7	10			
Income Tax,		—	—	—	1,516	4	3			
Fishery Loan Fund—Stamps,		—	—	—	4	14	11			
Contractors' Deposits lodged with Tenderers,		—	—	—	101	4	0			
Drainage Works—Closing Account,		—	—	—	13	3	0			
Railway (Ireland) Act, 1896—Gross Traffic Receipts,		—	—	—	1,954	7	4			
Temporary Receipts—for lodgment to Votes, Loans, &c.,		—	—	—	1,288	19	1			
Department of Agriculture,		—	—	—	771	14	3	7,679	3	9
								47,306	3	7

Office of Public Works, Dublin, 1st May, 1903.

(H 7).—ARTERIAL DRAINAGE.

These Works are executed by District Boards.

SCHEDULE.—ABSTRACT OF FINAL AWARDS, and Receipts.

Tributaries.	Counties.	Date when Award made final.	Area of Flooded or Injured Lands, which have been Drained or Improved, Statute Measures.	Cost per Acre to Proprietors, of the Drainage, including Interest, &c.	Increase in the Annual Letting Value of these Lands, caused by Drainage.	Amount of Insurance premiums, half yearly, to equal time, with interest, after deducting Rebates, &c.	4d. 5s. 6d. 7s. 8d. 9s. 10d. 11s. 12d. 13s. 14d. 15s. 16d. 17s. 18d. 19s. 20d. 21s. 22d. 23s. 24d. 25s. 26d. 27s. 28d. 29s. 30d. 31s. 32d. 33s. 34d. 35s. 36d. 37s. 38d. 39s. 40d. 41s. 42d. 43s. 44d. 45s. 46d. 47s. 48d. 49s. 50d. 51s. 52d. 53s. 54d. 55s. 56d. 57s. 58d. 59s. 60d. 61s. 62d. 63s. 64d. 65s. 66d. 67s. 68d. 69s. 70d. 71s. 72d. 73s. 74d. 75s. 76d. 77s. 78d. 79s. 80d. 81s. 82d. 83s. 84d. 85s. 86d. 87s. 88d. 89s. 90d. 91s. 92d. 93s. 94d. 95s. 96d. 97s. 98d. 99s. 100d.
Arkboy River, . . .	Meath, . . .	4th April, 1869, .	1,388 0 27	8 0 5	559 16 6	—	—
Ballinacorney, . . .	Limerick, . . .	2nd Oct., 1875, .	179 0 5	7 1 8	82 5 1	—	—
Ballyfadane, . . .	Queen's, . . .	9th Oct., 1893, .	532 2 0	4 5 8	204 16 0	41 19 10	—
Ballypallion, . . .	Tipperary, . . .	9th Oct., 1891, .	267 1 19	4 14 6	93 7 8	40 19 11	—
Ballyvaughan, . . .	King's and Queen's, . . .	26th April, 1868, .	2,502 1 28	2 7 5	516 14 0	—	—
Ballyvaughan & Kilmore, . . .	Wexford, . . .	9th Oct., 1888, .	3,392 3 22	5 9 10	1,305 4 9	315 2 4	—
Ballyvaughan, . . .	Kildare, . . .	12th Mar., 1875, .	1,055 2 30	4 0 5	558 4 3	—	—
Barnakyle, . . .	Limerick, . . .	3rd April, 1882, .	1,017 1 59	9 15 1	607 19 9	157 18 8	—
Becknarrig, . . .	King's, . . .	27th Mar., 1875, .	926 3 50	3 7 1	197 12 8	—	—
Brickey River, . . .	Waterford, . . .	26th Sept., 1870, .	329 1 20	5 4 5	257 2 1	—	—
Bride River, . . .	Cork, . . .	9th Oct., 1882, .	1,368 3 4	6 15 8	531 3 2	154 4 5	—
Bunkey, . . .	Limerick, . . .	8 Oct., 1888, .	868 1 50	1 10 2	138 2 5	15 4 5	—
Carnage, . . .	Limerick, . . .	30th Sept., 1876, .	1,260 3 0	9 3 1	577 4 8	195 14 5	—
Carrigrohane, &c., . . .	Cork, . . .	2nd April, 1860, .	694 2 26	7 12 1	250 13 6	118 16 9	—
Clodagh River, . . .	Tipperary, . . .	30th May, 1872, .	1,657 1 4	4 3 7	398 8 7	—	—
Cashen, . . .	Kerry, . . .	9th Oct., 1886, .	4,764 2 19	2 2 0	583 14 4	240 5 18	—
Cassell, . . .	Kildare, . . .	19th Jan., 1870, .	747 2 0	3 6 5	171 12 2	—	—
Currygrange, . . .	Longford, . . .	9th Oct., 1882, .	114 8 27	5 9 4	27 14 1	7 9 4	—
Devinslough, . . .	King's, . . .	8th Oct., 1874, .	622 0 30	3 6 5	143 15 4	—	—
Dockyle, . . .	Limerick, . . .	9th Oct., 1871, .	409 2 22	6 2 7	145 9 2	—	—
Douglas River, . . .	Carlow, . . .	31st Mar., 1875, .	5,068 2 0	4 7 3	922 18 0	—	—
Dunderry, . . .	Meath, . . .	Not yet under award.	—	—	—	—	—
Elyan, . . .	Monaghan, . . .	26th Mar., 1875, .	3,380 3 12	4 11 2	1,056 1 10	—	—
Falktown, . . .	Meath, . . .	9th Oct., 1888, .	961 3 22	5 2 1	50 9 5	20 11 5	—
Do, . . .	Do, . . .	9th Oct., 1891, .	—	—	—	—	—
Frankford River, . . .	King's, . . .	27th Mar., 1875, .	1,504 2 0	6 5 5	414 16 0	—	—
Do, . . .	Do, . . .	4th April, 1884, .	—	—	—	8 13 2	—
Garristown and Delvin, . . .	Meath and Dublin, . . .	2nd April, 1889, .	3,292 0 13	1 9 4	461 5 0	97 8 2	—
Glacheen, . . .	Cork, . . .	4th April, 1880, .	173 1 0	10 9 4	111 16 3	31 15 10	—
Carried forward, . . .			57,465 2 21	—	10,447 6 11	1,546 0 19	—

a These charges have expired.

26 & 27 Vic., c. 88, &c.

accordance with the Provisions of the above Acts.

thereon, for the Year ended 31st March, 1903.

Total Amount Advanced, including interest to date of Amount.	Portion of Total Advances charged to County for Public Works, or refunded by Drainage Board.	Amount charged on Loans.	Receipts (Principal and Interest).			Districts.
			To 31st March, 1902.	For year ended 31st March, 1903.	Total to 31st March, 1903.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
11,141 10 2	-	11,141 10 2	15,952 14 5	-	15,952 14 5	Ashboy River.
1,299 2 10	-	1,299 2 10	1,775 11 9	-	1,775 11 9	Ballinacorney.
3,699 8 0	89 10 0	3,679 18 0	5,732 0 4	88 1 8	5,820 2 0	Ballydoona.
1,491 8 0	87 10 0 +66 0 0	1,357 18 0	1,111 5 10	72 6 5	1,350 14 5	Ballyeslilton.
5,975 9 1	-	5,975 9 1	8,461 10 1	-	8,461 10 1	Ballynacarrig.
13,741 5 0	-	13,741 5 0	8,554 15 5	400 2 2	3,934 17 7	Ballynagrain and Kilmara.
8,211 1 2	350 18 2	7,850 6 0	11,031 6 8	-	11,032 6 8	Baltresay.
8,185 17 9	+300 12 7	7,877 5 2	5,326 1 9	344 30 1	9,170 11 10	Barnakyle.
2,359 0 0	-	2,359 0 0	1,687 11 8	75 15 4	1,664 7 0	
3,107 2 4	-	3,107 2 4	4,545 6 5	-	4,545 6 5	Boolimarrig.
4,323 12 0	-	4,323 12 0	6,163 14 7	-	6,163 14 7	Brickley River.
6,728 5 5	100 2 6	6,618 5 9	5,351 15 2	326 3 1	6,054 18 3	Bride River.
1,763 8 0	50 0 0	1,713 8 0	461 11 6	96 10 11	558 2 5	Bruskey.
11,745 19 8	300 0 0	11,545 19 8	14,066 19 5	467 5 10	14,234 0 5	Cassaga.
5,479 10 9	-	4,749 10 9	550 16 7	227 7 10	678 5 8	Carrigrohane, &c.
6,935 11 8	-	6,935 11 8	9,641 9 3	-	9,641 9 3	Clodagh River.
10,054 16 0	-	10,054 16 0	5,375 16 4	465 6 4	6,039 3 8	Coshan.
2,482 13 0	-	2,482 13 0	3,535 1 5	-	3,535 1 5	Counell.
829 15 0	-	829 15 0	686 5 2	14 14 0	870 19 9	Currygrange.
3,168 12 9	40 0 0	2,968 12 9	2,950 0 1	-	2,950 0 1	Derrisloeagh.
2,515 6 0	-	2,515 6 0	2,003 16 6	-	2,003 16 6	Doohyle.
13,663 0 6	100 0 0	16,473 6 6	19,556 9 3	-	19,556 9 3	Douglas River.
10,000 0 0	-	-	-	-	-	Dunderry.
13,940 17 0	455 0 0	13,485 17 0	22,060 6 8	-	22,060 6 8	Elphin.
1,031 12 0	-	1,031 12 0	625 3 5	57 2 10	683 6 3	Follistown.
408 13 0	45 0 0	386 13 0	471 31 0	-	471 31 0	Do.
6,745 8 4	80 0 0	6,665 8 4	9,895 17 11	0 10 1	9,895 8 0	Frankford River.
875 17 4	-	875 17 4	186 19 10	18 0 8	1,060 0 0	Do.
4,948 16 0	220 0 0	4,728 16 0	5,614 17 7	182 12 0	5,797 9 7	Gortstown and Delvin.
1,394 19 0	-	1,394 19 0	1,209 0 10	65 11 6	1,275 12 6	Glanasmole.
158,615 12 8 2,359 0 0	2,577 10 3	157,569 2 5	178,487 3 6	2,383 4 11	161,358 9 5	

* Refunded by Drainage Board, being portion of advances not expended.

+ Not yet under charge.

† Issued out of the Church Fund.

‡ In addition to this amount a sum of £528 7s. 6d., moiety of cost of county road bridges, received from county and paid over to Drainage Board, was expended.

(H 7).—ARTIFICIAL DRAINAGE.

These Works are executed by District Boards in

SCHEDULE.—ABSTRACT OF FINAL AWARDS, and Receipts

District.	County.	Date when Awards made final.	Area of Flooded or Reclaimed Land, which has been drained or improved by the drainage works, in statute acres.	Cost per Acre to Proprietors of the Drainage, including Interest, &c.	Amount of the Award Letting Value of these Lands, ascertained by Valuation.	Amount of the Award Letting Value of these Lands, ascertained by Valuation, less the amount of the Award Letting Value of the Lands, ascertained by Valuation, less the amount of the Award Letting Value of the Lands, ascertained by Valuation.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
		Brought forward,	37,448 2 21	—	10,447 0 11	1,344 0 10
Greenagh, . . .	Limerick, . . .	4th April, 1890, . . .	2,300 3 24	5 9 4	544 9 0	286 11 5
Gully,	Queen's,	4th Oct., 1873, . . .	1,054 0 10	4 4 11	242 18 9	—
Gully Upper, . . .	Queen's,	14th Mar., 1876, . . .	308 1 18	4 18 7	129 12 2	33 4 3
Mogan's Pass, . . .	Tipperary, . . .	6th Oct., 1886, . . .	833 1 29	5 18 0	268 13 10	121 1 3
Inny, Upper, . . .	Meath, Westmeath, Longford, & Cavan, . . .	4th April, 1881, . . .	11,475 2 7	7 8 3	2,780 2 4	1,037 0 10
Island Lakes and Glens River, . . .	Mayo,	2nd April, 1875, . . .	1,457 0 32	5 16 6	445 5 0	65 2 4
Kildare,	Kildare,	29th Sept., 1877, . . .	2,347 3 50	3 11 6	506 7 10	67 0 4
Killard,	Cork,	9th Oct., 1894, . . .	201 1 0	9 4 1	133 15 3	46 6 2
Kilnastalla,	Tipperary,	26th July, 1879, . . .	1,681 1 18	6 10 7	582 12 2	—
Laracor,	Meath,	2nd April, 1880, . . .	879 1 22	7 0 7	204 12 10	115 15 11
Lea River,	Kildare and Carlow, . . .	9th Oct., 1882, . . .	1,584 3 20	16 8 11	426 5 0	554 5 7
Lough Erne, . . .	Cavan, Donagall, Fermanagh, & Monaghan, . . .	4th April, 1891, . . .	15,327 0 36	11 16 11	4,716 11 0	2,269 16 8
Do. (Navigation), . . .	Do.,	—	—	—	—	520 6 5
Lough Ogish, . . .	Cavan,	4th April, 1878, . . .	3,077 1 30	5 1 11	845 16 9	212 7 0
Milford,	Cork,	8th Oct., 1887, . . .	1,015 0 10	8 14 8	499 0 7	205 12 6
Morning Star, Upper, . . .	Limerick,	4th April, 1868, . . .	830 2 83	6 12 9	356 1 0	173 9 9
Mulkear River, . . .	Limerick,	29th Sept., 1877, . . .	3,250 2 24	9 4 1	922 9 11	491 11 7
Nanny River,	Meath,	6th April, 1868, . . .	784 3 0	10 3 1	385 13 2	197 19 3
Do., Upper,	Do.,	4th April, 1868, . . .	168 1 20	6 7 0	72 11 2	26 1 10
Owesree,	Do.,	4th April, 1868, . . .	2,307 2 0	5 0 0	891 7 6	258 4 3
Pacurstown,	Tipperary and King's, . . .	22th Sept., 1874, . . .	2,719 0 1	4 4 6	620 19 3	266 10 6
Quinagh,	Carlow,	10th Jan., 1870, . . .	480 3 0	8 13 5	206 1 5	—
Rathangan River, . . .	Kildare,	4th April, 1863, . . .	8,804 2 3	8 12 5	3,044 19 10	1,204 8 1
Rathdowney,	Queen's,	9th Oct., 1868, . . .	413 1 69	0 6 1	189 0 4	—
Silver River,	King's & Westmeath, . . .	8th Oct., 1875, . . .	1,092 2 20	3 12 8	215 10 9	—
Stanthbridge,	Clare,	4th April, 1871, . . .	2,295 0 4	7 16 2	1,220 14 11	—
Stoneyford River, . . .	Kildare,	9th Oct., 1884, . . .	3,064 0 0	6 10 3	1,550 15 10	240 3 0
Suck River,	Galway & Roscommon, . . .	22nd Oct., 1895, . . .	16,800 1 14	8 7 1	3,013 12 2	1,483 6 0
Do. (Catchment Area), . . .	Do.,	—	—	—	—	1,543 5 0
Sourishaw,	Cavan,	23rd Mar., 1890, . . .	965 2 19	7 6 0	123 15 2	44 16 3
Swilly Burn,	Donagall,	9th Oct., 1885, . . .	1,404 2 19	8 2 1	403 5 8	113 6 5
		Carried forward,	126,621 2 53	—	36,548 19 2	11,881 4 9

* These charges have expired.

* Payable by occupiers.

† Payable by proprietors.

26 & 27 Vic., c. 88, &c.

accordance with the Provisions of the above Acts.

thereof, for the Year ended 31st March, 1903.

Yield Amount Advanced, including interest to date of Amount.	Portion of Total Advances charged to County for Public Works, as refunded by Drainage Board.	Amount charged on Lands.	Receipts (Principal and Interest).			Missions.
			To 31st March, 1902.	For year ended 31st March, 1903.	Total to 31st March, 1903.	
£ s. d. 127,916 13 5 /2,350 0 0	£ s. d. 2,377 10 3	£ s. d. 127,289 2 2	£ s. d. 128,487 3 8	£ s. d. 2,863 4 11	£ s. d. 129,350 8 5	
12,389 7 0	{ 515 0 0 *375 12 8	{ 12,389 16 6	7,642 10 11	913 5 7	8,555 16 6	Greenagh.
4,517 11 6	-	4,517 11 6	6,182 7 5	-	6,182 7 2	Gully
2,447 15 2	70 0 0	2,377 15 2	3,028 9 11	51 6 10	3,087 16 9	Gully, Upper
5,356 12 0	{ 214 4 0 *390 0 0	{ 4,842 8 0	4,146 1 6	252 0 4	4,398 1 10	Hogan's Pass.
22,438 5 6	{ 2,192 13 6 *2,750 0 0	{ 26,553 12 0	23,939 4 10	2,662 11 6	26,601 16 5	Imy, Upper.
8,794 13 7	{ 215 0 0 *120 0 0	{ 8,509 13 7	12,136 10 1	605 16 7	12,741 8 8	Island Lakes and Gloss River.
8,587 4 6	200 0 0	8,597 4 6	11,217 4 11	126 12 0	11,343 17 11	Kilmar
1,822 6 8	-	1,822 6 8	597 16 6	85 6 8	683 3 4	Kilred.
10,960 7 8	-	10,960 7 8	15,384 19 11	-	15,384 19 11	Kilmastrath
5,217 12 10	35 15 4	5,181 17 6	5,969 8 3	241 5 11	6,211 14 2	Larson.
22,916 2 0	202 0 0	22,714 2 0	18,946 13 7	589 9 4	19,537 7 11	Larr River.
181,557 16 0	-	181,557 16 0	196,429 8 2	5,633 3 9	192,062 11 11	Lough Erne.
17,197 14 0	17,197 14 0	NIL	16,500 12 0	1,100 15 10	17,610 5 4	Do., Navigation.
16,186 4 0	-	16,186 4 0	19,467 5 9	535 9 10	20,002 16 7	Lough Oughter.
2,871 14 8	-	2,871 14 6	3,610 16 4	395 5 4	3,904 1 8	Milford.
7,425 0 0	250 0 0	7,175 0 0	3,245 14 6	345 12 8	3,590 16 2	Morning Star, Upper
30,779 0 0	804 1 0	29,914 19 0	28,531 7 9	976 3 6	30,486 13 0	Malheur River.
6,683 6 7	{ 544 0 0 *70 16 7	{ 6,048 6 0	6,114 3 4	205 18 10	6,319 4 2	Kanny River.
1,645 12 0	-	1,645 12 0	704 9 6	52 3 6	756 13 2	Do. Upper.
11,468 12 6	346 16 6	11,121 16 0	8,134 15 10	516 10 10	8,651 6 8	Owenroe.
11,869 17 1	150 0 0	11,549 17 1	14,115 12 4	462 16 3	14,578 6 7	Parsonstown.
2,700 18 8	*200 0 0	2,500 18 8	3,792 11 1	-	3,792 11 1	Quinagh.
77,907 6 9	3,185 0 0	75,429 6 9	62,945 19 7	5,513 10 8	68,459 10 3	Rathangan River.
2,642 8 3	-	2,642 8 3	3,764 8 7	-	3,764 8 7	Rathdowny.
3,972 2 9	-	3,972 2 9	5,490 1 6	-	5,490 1 6	Silver River.
20,328 16 13	424 1 6	19,904 12 6	20,784 2 7	-	20,784 2 7	Slamishridge.
31,530 0 0	{ 1,645 11 10 *690 0 0	{ 29,884 8 2	32,912 1 6	1,017 17 3	33,929 18 11	Stoneyford River.
128,792 9 3	1,529 6 6	127,263 9 11	43,411 16 1	6,313 17 3	49,724 13 4	Suck River.
13,000 0 0	18,000 0 0	-	5,685 6 0	505 0 0	6,190 0 0	Do.
2,962 5 6	145 0 0	1,939 5 6	2,581 9 10	87 14 8	2,668 4 6	Swanishan.
5,239 13 5	{ 527 18 9 *16 0 0	{ 4,712 14 0	8,398 9 11	910 18 8	9,307 1 6	Sedley Bura.
190,441 5 2 /2,550 0 0	50,368 8 1	89,922 17 1	757,947 18 0	16,642 6 2	774,589 4 2	

* Refunded by Drainage Board, being portion of advances not expended
/ Issued out of the Church Fund.

(H 7).—ARTERIAL DRAINAGE.—

These Works are executed by District Boards.

SCHEDULE.—ABSTRACT of FINAL AWARDS, and Receipts.

District.	County.	Date when Awards made final.	Area of Flooded or Injured Lands, which have been drained or improved, statute Measure.	Cost per Acre to Proprietors of the Drainage, including Interest, &c.	Increase in the Annual Letting Value of these Lands, caused by Drainage.	Amount of Endowments payable half yearly, to repay Cost, with Interest, after deducting Redemption.	Balance of such costs at 31st March, 1903.
			A. R. P.	£ s. d.	£ s. d.	£ s. d.	
	Brought forward,	-	126,621 2 35	-	36,542 19 2	14,931 4 3	-
Torrent River, . . .	Tyrone, . . .	2nd April, 1875, .	453 1 16	11 7 3	320 18 10	{ 0— 0—	a b
Tory Hill, . . .	Limerick, . . .	2nd April, 1878, .	981 3 2	6 4 6	484 13 4	{ 0— 140 2 9	a b
Tramore, . . .	Cork, . . .	9th Sept., 1895, .	320 0 17	6 2 9	243 18 4	{ 22 14 3 0	a b
Trigue, . . .	Queen's, . . .	Not gone to award.	-	-	-	-	-
Ward River, . . .	Dublin and Month, .	4th April, 1883, .	886 0 18	7 10 1	314 7 3	122 19 8	a
Total charge against districts,			129,345 0 8	Average 7 0 11	37,872 18 11	15,997 8 10	

a These charges have expired.

Office of Public Works, Dublin, 5th June, 1903.

25 & 27 Vic. c. 88, &c.

in accordance with the Provisions of the above Acts.

Account for the year ended 31st March, 1904.

Total amount advanced, including interest, in aid of Local Authorities.	Portion of Total Advances charged to Counties for Public Works, or referred to by Drainage Board.	Amount charged on Loans.	Receipts (Principal and Interest).			Districts.
			To 31st March, 1904.	For year ended 31st March, 1904.	Total to 31st March, 1904.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
202,641 3 2 2,300 0 0	30,268 0 1	290,922 17 1	753,947 18 0	33,642 6 2	790,590 4 2	
6,302 1 6	287 10 0	5,144 11 6	7,517 2 3	-	7,517 2 3	Torrens River.
6,136 13 8	-	6,110 13 8	7,589 18 1	226 0 0	7,869 18 1	Tory Hill.
3,033 16 0	70 0 0	1,983 15 6	1,700 8 3	105 8 10	1,805 17 1	Tranmart.
3,930 0 0	-	-	-	-	-	Trillick.
6,645 17 9	190 10 0	6,645 10 0	5,515 4 1	229 11 4	5,774 15 5	Ward River
261,013 11 1 2,300 0 0						
263,313 11 1	30,389 10 1	290,790 18 0	760,273 19 0	33,368 6	801,538 17 6	

f Issued out of Church Fund.

g Not yet under stamp.

O. E. BARNETT, Accountant.

APPENDIX I

STATEMENT showing the PURPOSES for which ADVANCES of PUBLIC MONEY are made by the COMMISSIONERS of PUBLIC WORKS in IRELAND, with the RATES of INTEREST and PERIODS of REPAYMENT.

Purpose of Loan.	Authorising Acts.	Rate of Interest per cent. on 1st March, 1902.	Maximum Period of Repayment.
LOCAL LOANS FUND.			
<i>Loans secured on Local Rates.</i>			
1. County roads, bridges, and court-houses.	1 & 2 Wm. 4, c. 33, s. 23, amended by 52 & 53 Vict., c. 74, s. 1.		30 years.
2. Court-houses erected by the Board.	5 & 7 Wm. 4, c. 116, s. 70.		1 year from completion of works.
3. Bridges between counties.	1 & 2 Wm. 4, c. 33, amended by 4 & 5 Wm. 4, c. 61, 2 & 3 Vict., c. 56, and 30 & 31 Vict., c. 50.		30 years.
4. Public works generally, including commercial harbours, docks, canals, and bridges other than county bridges.	1 & 2 Wm. 4, c. 33, with local or special Acts.	3½	25 years.
5. Fishery piers and harbours, construction of.	9 Vict. c. 3, and 29 and 30 Vict., c. 45.		25 years.
6. Loans to Trustees of Districts carried out under the Act 5 & 6 Vict., c. 39.	43 & 44 Vict., c. 14, s. 13.		12 years.
7. Repairs of fishery piers.	15 & 17 Vict., c. 136, sec. 11.		1 year from completion of works.
8. Maintenance of navigation works.	19 & 20 Vict., c. 62.		Ditto.
9. Emigration.	45 & 46 Vict., c. 47.		20 years.
10. Public Buildings—			30 "
(a) Public Libraries.	40 & 41 Vict., c. 15 & c. 54.		25 years.
(b) Reformatories.	44 & 45 Vict., c. 29.	Not exceeding 30 years, 3½ 35 " 3½	35 years.
(c) Industrial Schools.	48 Vict., c. 19.		
11. *Dispensary houses, erection of.	42 & 43 Vict., c. 25.		50 years.
12. *Lunatic asylums buildings, erection of, &c.	1 & 2 George 4, c. 33, s. 8 & 9 Vict., c. 107, 18 & 19 Vict., c. 109, 40 & 41 Vict., c. 37, 56 & 57 Vict., c. 63, and 61 & 62 Vict., c. 54.		50 years.
13. †Housing of the working classes.	53 & 54 Vict., c. 70.		50 years.
14. Sanitary improvements, Water supply, sewerage, &c.	Public Health Acts, 37 & 38 Vict., c. 9, s. 43, 41 & 42 Vict., c. 53, and 59 & 60 Vict., c. 54, s. 29.	Not exceeding 30 years, 3½ 40 " 3½ 50 " 3½	50 years.
15. Labourers' cottages, erection of, —by rural district councils.	46 & 47 Vict., c. 60, 48 & 49 Vict., c. 77.		50 years.
16. *Workhouse Buildings.	61 & 62 Vic., c. 37, s. 61.		50 years.
17. Small Dwellings Acquisition.	62 & 63 Vic., c. 44.		30 years.

* In these cases the periods allowed vary from 12 to 60 years, according to the object of the loan.

† In the case of loans made to private borrowers under this Act, the period is limited to 50 years.

Purpose of Loan.	Authorising Acts.	Rate of Interest per Cent.	Maximum Period of Repayment.
LOCAL LOAN FUND.			
<i>Loans not secured on Local Rates</i>			
1. Arterial drainage works, . . .	26 & 27 Vict., c. 88, 28 & 29 Vict., c. 52, 37 & 38 Vict., c. 32, 43 & 44 Vict., c. 37.	4 during progress of works, subse- quently 3½.	35 years Compound sum (Principal, with interest during pro- gress of works) re- payable by annuity of £6 10s. per cent. for 35 years, or £5 per cent. for 35 years.
2. Maintenance of drainage works, . .	29 & 30 Vict., c. 49, .	5	Various periods, not usually exceeding 12 years.
3. Railways and Tramways, Harbours, Docks, Canals, &c.	1 & 2 Wm. 4, c. 38, and Tramways Act, 1881.	4	25 years.
4. Reclamation of waste lands (<i>see also Land Law Act, 1881</i>).	1 & 2 Wm. 4, c. 33.	5	3 years from com- pletion of works.
5. Loans to Pier Authorities created by Shannon Act, 1885.	Shannon Act, 1885, .	Not less than 5½	50 years.
6. Glebe houses, erection of, and purchase of land, &c.	33 & 34 Vict., c. 112. 34 & 35 Vict., c. 300, and Expiring Laws Con- tinuance Acts.	3½	35 years
7. Land improvement preliminary expenses.	10 Vict., c. 32, s. 15, .	—	—
8. Land improvement :— Loans to landlords— (a.) For sub-soiling, trenching, irrigation, embanking, fencing, and reclamation of waste lands.	10 Vict., c. 32, . . .	(about) 3½	22 years.
(b.) For farm buildings, houses, and offices, scotch mills, labourers' dwellings, and planting.	10 Vict., c. 32, . . . 29 & 30 Vict., c. 40, .	(about) 3½ 3½	22 " 35 "
(c.) For labourers' cottages erected by order of Land Commission.	10 Vict., c. 32, s. 7, and Land Law Act, 1881, s. 19.	(about) 3½	22 "
9. National school teachers' residences, erection of.	38 & 39 Vict., c. 32, .	3½	35 years.
10.* Dispensary houses, erection of, .	42 & 43 Vict., c. 26, .	3½	35 years.
11. Non-vested schools and training colleges, erection of.	47 & 48 Vict., c. 22, .	3½	35 years.
12. Land Law Act, 1881, . . .	44 & 45 Vict., c. 49, s. 31.	(about) 3½	22 years.
(a.) Loans to tenants for improve- ment of their holdings.		3½	30 "
(b.) Loans to Companies for reclama- tion of waste lands, &c.		3½ 3½ 4 4½	30 " 30 " 40 " 50 "
13.* Housing of the working classes, .	53 & 54 Vict., c. 70, .	3½ 3½	30 years. 40 "
IRISH CHURCH FUND.			
For erection of fishery piers and har- bours.	46 & 47 Vict., c. 26, .	3½	25 years.
SEA AND COAST FISHERIES FUND.			
To enable fishermen to purchase and repair boats, to supply fishing gear, &c.	47 & 48 Vict., c. 31, . 54 & 55 Vict., c. 45.	3½	10 years.

* In cases where not secured on rates.

Act, 1883, 46 & 47 Vic., cap. 43.

Year.	First Half of Year.						Second Half of Year.						Annual Results.						
	Receipts.		Expenditure.		Balance.	Treasury Contribution paid.	Receipts.		Expenditure.		Balance.	Treasury Contribution paid.	Receipts.		Expenditure.		Balance.	Treasury Contribution paid.	
£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	
1887	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1888	2,150	1,000	—	—	—	—	3,350	3,800	200	—	—	—	3,350	3,700	2,210	20	—	20	3,260
1889	2,800	1,000	—	—	—	—	1,250	5,000	3,800	—	—	—	1,200	4,300	5,000	—	—	500	2,200
1890	2,700	1,100	—	—	—	—	1,250	3,800	3,000	—	—	—	1,250	3,100	5,000	—	—	700	2,500
1891	2,900	1,200	—	—	—	—	1,200	3,000	2,200	200	—	—	1,250	4,000	4,000	—	—	—	3,000
1892	2,800	1,000	—	—	—	—	1,200	3,000	3,000	200	—	—	1,200	4,000	3,000	200	—	—	3,500
1893	2,800	1,000	—	—	—	—	1,200	3,100	3,100	400	—	—	1,250	4,400	3,200	200	—	—	3,600
1894	2,500	1,000	—	—	—	—	300	3,000	3,000	200	—	—	1,200	4,000	3,700	—	—	200	3,400
1895	2,800	1,000	—	—	—	—	300	3,000	3,000	200	—	—	1,200	3,000	3,000	—	—	—	3,200
1896	2,700	1,000	—	—	—	—	300	3,700	3,000	—	—	—	3,700	3,000	3,000	—	—	—	3,600
1897	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,100	3,000	3,000	—	—	—	3,400
1898	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1899	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1900	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1901	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1902	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1903	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1904	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1905	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1906	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1907	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1908	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1909	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1910	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1911	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1912	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1913	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1914	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1915	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1916	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1917	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1918	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1919	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1920	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1921	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1922	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1923	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1924	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1925	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1926	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1927	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1928	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1929	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1930	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1931	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1932	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1933	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1934	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1935	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1936	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1937	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1938	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1939	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1940	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1941	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1942	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1943	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1944	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1945	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1946	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1947	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1948	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1949	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1950	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1951	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1952	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1953	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1954	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1955	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1956	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1957	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1958	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1959	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1960	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400
1961	2,900	1,000	—	—	—	—	300	3,000	3,000	—	—	—	3,200	3,000	3,000	—	—	—	3,400

TRAMWAYS AND PUBLIC COMPANIES (IRELAND)

LINE.	Company.	Length in Miles.	Orders Council.			Area charged.		Proportion of subsidised operated capital charged thereon.	Capital paid up	Maximum Amount Capital which may be drawn on S.A. B.	Total amount paid up and drawn on S.A. B.
			Date	Amount of Capital authorised.	Rate of interest per Cent.	Description.	Value.				
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
4. Wicklow and Farrington.	—	—	—	—	—	—	—	—	—	—	—
5. Schull & Rathmore (West Corkery).	Cork.	20	18th March, 1912.	27,000	5	R. & W. D. West Corkery.	24,375 2,625	4 3 3	27,000	1,000	110 Drs. 100, 10 2000, 100
7. West Douglas.	Douglas.	4	11th Jan. 1912.	25,000	5	Baronies of Banagh and Tyrone.	22,500	Full amount	25,000	240	57 Drs. 100, 10 2000, 100
8. Cork, Desford, and Kerry (Cork and Kerry).	Cork.	25	18th March, 1912.	75,000	5	Baronies of Desford, Cork, and Kerry.	64,000	Full amount	75,000	1,200	120 Drs. 100, 10 2000, 100

J.—continued

Act, 1853, 46 & 47 Vic., CAP. 43.

Year.	First Half of Year.						Second Half of Year.						Annual Results.					
	Receipts.		Expenditure.		Balance.		Receipts.		Expenditure.		Balance.		Receipts.		Expenditure.		Balance.	
	£.	s.	£.	s.	£.		£.	s.	£.	s.	£.		£.	s.	£.	s.	£.	
1886	1,780	1,800	320	—	860	5,115	1,800	432	—	429	3,303	3,340	860	—	—	—	1,170	
1887	1,840	1,697	353	—	887	3,268	1,720	417	—	412	4,482	3,208	190	—	—	—	1,110	
1888	1,860	1,618	379	—	880	3,410	1,621	418	—	444	4,388	3,708	309	—	—	—	1,141	
1889	1,874	1,593	303	—	880	3,340	1,642	138	—	408	4,794	4,555	303	—	—	—	1,368	
1890	1,865	1,865	185	—	880	3,758	3,617	806	—	385	4,619	3,617	158	—	—	—	801	
Treasury liability reduced.																		
1891	—	—	—	—	—	414	1,345	—	810	302	414	1,148	—	—	—	—	402	80
1892	212	918	—	—	406	300	371	445	—	445	371	212	1,180	—	—	—	1,043	80
1893	720	1,179	—	—	459	890	897	1,316	—	377	870	1,043	3,323	—	—	—	717	1,168
1894	994	1,640	—	—	469	870	945	1,235	—	636	870	1,389	3,804	—	—	—	1,215	2,540
1895	338	1,379	—	—	854	370	1,204	1,719	—	656	870	2,130	3,253	—	—	—	1,369	2,140
1896	908	1,681	—	—	895	870	1,147	2,024	—	977	870	2,130	3,253	—	—	—	1,687	3,140
1897	910	1,620	—	—	870	870	1,207	1,270	—	222	870	2,618	3,176	—	—	—	1,349	3,140
1898	908	2,034	—	—	1,065	870	1,341	1,640	—	429	870	3,030	3,734	—	—	—	1,704	3,140
1899	970	2,701	—	—	915	870	1,079	1,080	—	308	870	3,361	3,343	—	—	—	1,241	3,140
1900	1,020	3,736	—	—	910	870	1,108	1,040	—	416	870	3,320	3,300	—	—	—	898	3,140
1901	1,061	3,084	—	—	873	870	1,350	1,734	—	479	870	3,330	3,348	—	—	—	1,022	3,140
1902	1,044	3,050	—	—	870	870	1,258	1,345	—	813	870	3,379	3,377	—	—	—	1,008	3,140
1903	1,044	3,110	—	—	770	870	1,108	3,375	—	1,637	870	3,378	4,208	—	—	—	1,300	3,140
1904	1,084	2,261	—	—	1,147	870	1,590	3,670	—	734	870	3,378	4,274	—	—	—	1,301	3,140
1905	1,070	1,582	—	—	868	870	1,336	3,672	—	845	870	3,550	3,738	—	—	—	979	3,140
1906	1,308	1,822	—	—	861	870	1,323	3,610	—	630	870	3,640	3,773	—	—	—	1,260	3,140
1907	1,177	2,676	—	—	868	870	—	—	—	—	—	—	—	—	—	—	—	—
Treasury liability reduced.																		
1908	—	—	—	—	—	30	3	80	—	17	30	3	40	—	—	—	17	
1909	200	40	102	—	118	300	38	202	—	145	300	100	304	—	—	—	204	
1910	300	60	107	—	193	300	34	266	—	147	300	114	308	—	—	—	208	
1911	500	60	138	—	152	300	42	257	—	130	300	114	303	—	—	—	203	
1912	500	80	140	—	120	300	48	252	—	137	300	80	308	—	—	—	208	
1913	500	44	108	—	128	300	40	260	—	138	300	47	303	—	—	—	204	
1914	500	44	108	—	120	300	40	264	—	138	300	50	303	—	—	—	203	
1915	500	38	104	—	166	300	36	264	—	138	300	71	308	—	—	—	204	
1916	500	37	103	—	167	300	35	265	—	140	300	108	308	—	—	—	208	
1917	500	180	300	—	180	—	—	—	—	—	—	—	—	—	—	—	—	—
Treasury liability reduced.																		
1918	2,000	1,940	770	—	868	3,000	3,770	190	—	424	3,000	4,738	1,600	—	—	—	300	
1919	3,300	3,640	730	—	440	4,071	3,200	160	—	460	4,071	4,618	1,600	—	—	—	1,000	
1920	3,311	3,090	800	—	227	4,304	3,070	110	—	490	3,311	4,280	3,070	—	—	—	1,030	
1921	4,019	3,556	1,000	—	411	4,300	3,380	1,330	—	360	4,019	4,620	3,370	—	—	—	800	
1922	4,165	3,620	800	—	371	4,550	3,518	1,300	—	344	4,165	4,620	3,518	—	—	—	750	
1923	4,280	3,440	800	—	313	4,400	3,700	800	—	400	4,280	4,270	3,700	—	—	—	800	
1924	4,527	3,600	800	—	427	4,526	3,350	1,300	—	300	4,527	4,200	3,350	—	—	—	1,000	
1925	4,610	3,750	847	—	414	4,780	3,850	750	—	440	4,610	4,770	3,850	—	—	—	1,000	
1926	4,704	3,600	916	—	688	4,675	3,851	800	—	580	4,704	4,600	3,851	—	—	—	1,070	
1927	4,640	3,807	690	—	610	4,780	3,804	804	—	540	4,640	4,750	3,804	—	—	—	1,130	
1928	4,694	3,707	337	—	610	4,670	3,690	847	—	587	4,694	4,777	3,690	—	—	—	1,180	
1929	4,764	3,700	371	—	603	4,670	4,200	900	—	189	4,764	4,620	4,200	—	—	—	1,000	
1930	4,820	4,001	301	—	718	4,710	4,200	440	—	138	4,820	4,384	4,200	—	—	—	1,000	
1931	4,808	3,647	301	—	707	4,817	4,301	556	—	400	4,808	4,500	4,301	—	—	—	1,000	
1932	4,777	4,000	401	—	600	—	—	—	—	—	—	—	—	—	—	—	—	—

* Figures are receipts generated by working majority.

Q 2

TRAMWAYS AND PUBLIC COMPANIES (IRELAND.)

LINE.	County.	Length in Miles.	Order in Council			Area charged.		Proportion of estimated gross receipts paid up.	Gross land tax paid up.	Maximum amount for which Tramways liable as No. 10.	Date when Tramways became liable.
			Date.	Chartered Capital authorised.	Rate of Interest paid Cash.	Description.	Value.				
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
8 Dublin & Howth- ton.	Dublin.	10 1/2	2nd July, 1885.	40,000	6	Parts of Boroughs of Rushmore, Upper- cross, and Newlands.	40,000	1 2	40,000	500	25 Dec. 1885. 1886.
	Wicklow.					Part of Lower Talbot- stown.	50,000	1 2			25 Jan. 1886. and 1st, 1886.
9. Rathfriland and Thamesgate, and Rathfriland and Corktown (Amalgamated in 1895).	Cork.	8	1st Feb., 1898. 25th March, 1898.	30,000	8	Part of Town and Borough, and part of R.D. R. Garbary.	41,250	Full amount.	30,000	500	1st Dec. 1898. 1899.
11. Longhena and Ath- lone.	Galway.	8	25th July, 1898.	24,000		Parts of Boroughs of Lahinch, Corbally, Athlone, Tinnahilly, Longhena, Longford, and Yeaght.	41,250	Full amount.	24,000	1,000	25 April 1898. 1898.
12. Tynagh and Single.	Kerry.	10 1/2	21st Dec., 1895.	300,000	6	Boroughs of Cork- querron, Glacarrig, Trillick, Tynagh Urban, and Tynagh Rural.	20,000 10,000 10,000 10,000 10,000	10 10 10 10 10	120,000	1,000	1st May 1896. and 1st, 1896.

Continued.

Act, 1853, 46 & 47 Vic., CAP. 43.

First Half of Year.						Second Half of Year.						Annual Results.					
Year.	Receipts.	Expendi- ture.	Balance.		Treasury Contribu- tion paid.	Receipts.	Expendi- ture.	Balance.		Treasury Contribu- tion paid.	Receipts.	Expendi- ture.	Balance.		Treasury Contribu- tion paid.		
			Credit.	Debit.				Credit.	Debit.				Credit.	Debit.			
1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912		
1897	—	—	—	—	—	1,779	1,680	89	—	259	1,779	1,680	119	—	259		
1898	2,801	3,181	—	380	—	2,801	3,181	380	—	420	4,779	4,860	83	—	420		
1899	2,268	2,018	150	—	—	2,268	2,018	250	—	250	5,128	4,898	230	—	250		
1900	3,891	3,125	76	—	—	3,891	3,125	766	—	275	6,979	4,532	2,447	—	779		
1901	3,598	3,184	414	—	—	3,598	3,184	414	—	180	6,593	4,421	2,172	—	588		
1902	3,851	3,689	162	—	—	3,851	3,689	162	—	255	6,549	6,772	827	—	595		
1903	3,430	2,619	811	—	—	3,430	2,619	811	—	325	5,981	5,379	1,592	—	556		
1904	3,690	3,445	245	—	—	3,777	3,733	44	—	—	6,652	5,563	1,089	—	589		
1905	3,480	3,771	—	291	—	3,558	3,693	165	—	353	6,651	5,751	900	—	602		
1906	3,739	3,511	228	—	—	4,001	3,621	380	—	13	6,595	6,572	1,024	—	423		
1907	3,737	3,511	226	—	—	3,771	3,420	351	—	187	6,366	6,211	959	—	408		
1908	3,779	3,495	284	—	—	4,081	3,731	350	—	194	6,347	6,227	1,120	—	414		
1909	3,558	3,535	23	—	—	4,081	3,771	310	—	353	6,987	6,954	543	—	654		
1910	3,383	3,284	99	—	—	4,081	3,680	401	—	56	6,987	6,588	400	—	158		
1911	3,557	3,791	—	234	—	3,871	3,696	175	—	715	6,952	6,887	1,665	—	1,693		
1912	—	—	—	—	—	5	35	—	30	16	5	35	—	30	16		
1913	498	1,857	—	1,359	—	296	584	1,118	—	415	589	1,590	1,750	—	1,750		
1914	437	1,538	—	711	—	345	663	1,391	—	415	589	1,590	1,419	—	1,235		
1915	642	1,619	—	304	—	350	561	1,615	—	371	589	1,693	1,614	—	1,379		
1916	685	1,500	—	1,422	—	363	613	2,088	—	1,120	589	1,693	1,747	—	2,074		
1917	681	1,880	—	1,439	—	363	632	1,759	—	353	589	1,693	1,549	—	1,881		
1918	646	1,744	—	1,339	—	363	590	1,495	—	716	589	1,719	1,719	—	1,680		
1919	615	1,545	—	656	—	363	518	1,491	—	258	589	1,594	1,594	—	870		
1920	436	863	—	366	—	363	751	1,367	—	361	589	1,229	1,379	—	110		
1921	402	1,158	—	453	—	363	690	1,374	—	613	589	1,228	1,369	—	1,080		
1922	455	1,199	—	746	—	363	714	1,351	—	685	589	1,188	1,280	—	1,308		
1923	540	1,038	—	498	—	363	708	887	—	229	589	1,298	1,315	—	771		
1924	525	1,271	—	746	—	363	—	—	—	—	—	—	—	—	—		
1925	592	551	476	—	—	503	1,118	725	645	—	415	1,693	1,525	158	—		
1926	1,263	858	361	—	—	457	1,318	779	546	—	425	1,513	1,495	18	—		
1927	1,286	726	496	—	—	479	1,358	315	103	—	425	1,514	1,571	53	—		
1928	1,214	806	406	—	—	479	1,294	333	506	—	425	1,473	1,569	96	—		
1929	1,351	653	696	—	—	479	1,298	797	501	—	425	1,500	1,513	104	—		
1930	1,175	555	614	—	—	479	1,286	318	477	—	425	1,413	1,478	61	—		
1931	1,330	741	589	—	—	479	1,318	108	436	—	425	1,465	1,577	112	—		
1932	1,370	800	571	—	—	479	1,279	323	459	—	425	1,568	1,625	57	—		
1933	1,315	715	427	—	—	479	1,316	368	479	—	425	1,515	1,627	112	—		
1934	1,235	785	453	—	—	479	1,285	308	481	—	425	1,517	1,600	94	—		
1935	1,254	716	498	—	—	479	1,285	308	481	—	425	1,517	1,607	110	—		
1936	1,136	778	413	—	—	479	1,253	326	454	—	425	1,515	1,601	107	—		
1937	1,618	516	—	716	—	479	2,353	1,864	—	479	1,598	6,371	5,884	—	585		
1938	1,263	2,562	—	1,299	—	1,299	1,679	3,787	—	1,305	1,298	4,725	7,695	—	5,397		
1939	1,214	4,779	—	3,564	—	1,356	2,572	1,216	—	9,077	1,300	4,546	13,914	—	1,245		
1940	2,551	5,521	—	2,970	—	1,356	2,504	1,148	—	5,569	1,308	5,379	15,421	—	4,219		
1941	3,084	3,712	—	3,508	—	1,356	2,545	1,191	—	1,628	1,306	6,695	16,702	—	4,327		
1942	3,013	4,462	—	1,449	—	1,356	2,577	1,221	—	1,605	1,306	6,695	9,241	—	3,422		
1943	3,064	3,521	—	337	—	1,356	2,506	1,151	—	1,718	1,303	6,394	9,866	—	3,547		
1944	3,513	4,761	—	1,248	—	1,356	2,517	1,161	—	2,135	1,304	6,495	10,975	—	4,682		

Treasury liability retained.

Treasury Contribution retained.

* Portion of half-year Treasury Expenditure referred to August, 1936, & 1937 remaining to be paid to C. & G. 1936.

No.	County.	Length in Miles.	Local Council.			Are charged.		Proportion of subsidised granted under Act of 1890.	Grants under Act of 1890.	Grants under Act of 1890.	Grants under Act of 1890.	Grants under Act of 1890.
			Date.	Grants under Act of 1890.	Rate of subsidy per mile.	Description.	Value.					
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
13. Bellinche Lombard.	Mayo.	17	18th May, 1890.	51,000	5	County of Mayo, and part of Connaught.	51,000	Full amount.	51,000	1,000	100	Oct. 1890 and April 1891.
14. North Clare.	Clare.	26	18th May, 1890.	52,000	4	County of Clare, Dunmore of Belton, Moyra, Part of Clonsilla.	52,000 10 10 10 10 10 10 10 10	10 10 10 10 10	52,000	5,000	100	Oct. 1890 and April 1891.
15. Tern and Clonsilla.	Galway and Mayo.	27	18th May, 1890.	55,000	5	County of Mayo.	55,000	Full amount.	55,000	1,000	100	Oct. 1890 and April 1891.
16. Donaghmore Ex- tension.	Cork.	8	17th August 1891.	30,000	5	Part of East Man- gery, Burren, and Dunmore. Part of East Man- gery and Burren.	16,250 13,750	5 10 5 10	30,000	500	100	Dec. 1890 and Jan. 1891.
17. West Donaghmore (Kil- gobbin).	Donaghmore.	19	18th Oct., 1890.	1,000	5	County of Donaghmore.	5,000	Full amount.	1,000	50	100	May 1890 and Jan. 1891.

Continued.

ART. 1581, 46 & 47 VDC, CAP. 43.

Year.	First Half of Year.						Second Half of Year.						Annual Totals.					
	Receipts.	Expenditure.	Balance.		Treasury Contribution paid.	Receipts.	Expenditure.	Balance.		Treasury Contribution paid.	Receipts.	Expenditure.	Balance.		Treasury Contribution paid.			
			Credit.	Debit.				Credit.	Debit.				Credit.	Debit.				
1900	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
1900	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1901	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1902	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1903	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1904	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1905	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1906	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1907	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1908	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1909	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1910	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1911	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1912	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1913	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1914	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1915	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1916	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1917	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1918	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1919	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1920	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1921	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1922	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1923	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1924	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1925	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1926	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1927	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1928	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1929	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1930	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1931	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1932	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1933	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1934	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1935	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1936	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1937	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1938	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1939	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1940	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1941	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1942	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1943	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1944	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1945	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1946	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1947	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1948	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1949	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1950	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1951	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1952	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1953	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1954	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1955	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1956	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1957	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1958	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1959	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1960	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1961	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1962	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1963	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1964	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1965	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1966	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1967	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1968	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1969	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1970	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1971	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1972	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1973	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1974	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1975	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1976	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1977	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1978	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1979	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1980	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1981	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1982	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1983	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1984	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1985	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1986	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1987	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1988	100	100	000	000	—	000	100	100	000	—	000	100	100	000	—	000		
1989	100	100	0															

* Materials handled/guaranteed by the working company.
+ Materials handled by Atkinson.

LINE	Character	Length in Miles	Order to Council			Area charged		Proportion of estimated passenger capital charged thereon	Guaranteed Capital paid up	Municipal Annual Contribution for Tramways under the Public Health Act No. 21	New Tramways Capital Contribution for Tramways under the Public Health Act No. 21
			Date	Guaranteed Capital authorised	Rate of interest per cent	Description	Value				
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
16. Wymondham and Haverhill	Carry.	10	17th Feb. 1904	60,000	4	Part of Gloucestershire, South, Exeter, and Margate.	55,300	Full amount	60,000	1,000	1904 Oct. 1st to April 1st
17. West Ferry (Kilworth and Vale of Glamorgan)	Carry.	24	17th Feb. 1904	75,000	4	Through and part of South Gloucestershire.	55,300	10 25 2 10	75,000	1,000	1904 Oct. 1st to April 1st
18. Colliers and Swinton	Edge	20	10th Nov. 1905	30,000	4	Excess of Colliers, Lough, Through, and Thirtieth St. Edge. Part of Excess of Thirtieth St. Edge.	24,500 5,500	Full amount	30,000	1,000	1905 April 1st to Oct. 1st
19. Clonsilla & Swinton	Edge	12	10th Nov. 1905	40,000	4	Excess of Clonsilla and parts of Excess of Clonsilla and Clonsilla.	40,000	Full amount	40,000	500	1905 Oct. 1st to April 1st
20. Clonsilla to Clonsilla (First Valley)	Downed	4	10th Sept. 1904	1,000	5	Part of Excess of Clonsilla and Clonsilla.	11,000	Full amount	1,000	50	1904 May 1st to July 1st

* In these cases the guaranteeing area does not make good the deficit on working expenses.

1-continued

1. 1951, 46 & 47 VAC, CAP. 48.

[illegible]

* *Desmodium illinoense* is used to produce grafted seedlings of \$100 per acre.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Traverse Station for the Highway & Railway Cuts.
The above items are for the Highway & Railway Cuts.

MELLIFONT ABBEY GROUND PLAN

